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# The China Mail

ESTABLISHED 1846

No. 27,222 HONG KONG, THURSDAY, JULY 4, 1929. PRICE $3.00 Per Month.

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## PLEA OF IRRESISTIBLE IMPULSE

### DOUBLE MURDER

### "NOT KNOWN IN BRITISH LAW" SAYS THE CROWN

### "BORDER LINE OF INSANITY"

A plea of irresistible impulse was put forward at the Supreme Court this morning, before Mr. Justice J. R. Wood, by Mr. Leo d'Almada, Jun., in the defence of Chau Kau, a Chinese boat man charged with the murder of a sampan girl in the harbour on the night of March 18.

In support of the contention that the prisoner was on the border line of insanity, medical evidence was called from Dr. A. Cannon by the defence, who had had the prisoner under his observation for a month. Witness said that he could not say whether the prisoner was insane or sane. He would, however, say that the prisoner showed distinct traces of neurosis, and that what he might have done could have been done under an irresistible impulse.

**Kleptomania, Homicide & Suicide**

Dr. Cannon was recalled by his Lordship this morning who asked witness if he could give any possible theory as to why the prisoner had committed robbery after killing the girls. Witness replied that kleptomania was frequently associated with such cases, also that robbery, homicide and suicide ran together when a person was under uncontrollable impulses.

**Lunatics Are Cunning**

His Lordship asked if, assuming that prisoner was insane at the moment when the alleged crime was committed, would he have taken such care as to row himself to shore, ship the oars, place the knife in a position where it would not be stained by the blood, and discard his jacket, before leaving the boat?

Witness said that men suffering from lunacy or on the border line had been known to be very cunning.

**The Defence Submission**

Mr. Leo d'Almada then made the final submission to the jury. He reminded them that the onus of proving prisoner's guilt rested entirely on the Crown, and that it was not for him to put forward any suggestions or hypothesis as to how and who had committed the crime.

**Changed Statements**

Counsel reviewed the Crown's case at length and submitted that the case had not been proved to the hilt. They had only the evidence of a small boy, who had contradicted himself in that at first he said he had seen all that had taken place. He even gave a glib description of the alleged assault on the two girls. This statement was later changed. The small boy then said that shortly after the fight, he became unconscious through fright and that he did not know what happened after.

Counsel submitted that the jury could not reconcile the two statements given by a witness who was, after all, a small boy, and whose evidence was uncorroborated.

**A Narrow View**

Counsel then cited several cases of criminal insanity. In one case it was held that to be adjudged insane, that person must be totally deprived of understanding. He must be like an infant, a wild beast. That view, counsel contended, was the narrowest one in British law. It was a view held at a time when people still believed in being possessed by devils, and being exorcised by priests.

Medical science was then still in its cradlehood, but on looking through several appeal cases of later dates, counsel said that there were stages. The McNorton case might be classed in the third stage, where a more enlightened view was held in regard to insanity.

**Not a Last Refuge**

The defence of irresistible impulse was only recently established. It was a defence which had been criticised as a last refuge of a hopeless case. It was not so. It was a good defence.

Counsel then pointed out to the jury that there was no motive for the crime. The Crown had tried to establish one but had failed miserably. With the exception of two bangles and two rings, the murdered girls had lost nothing. He contended that if robbery was the motive, prisoner would have made a thorough search for valuables, and such valuables were still in the possession of the two unfortunate girls.

**A Recent Ruling**

Mr. H. Somerset Fitzroy, for the Crown, in his final address to the jury, quoted a ruling from the Court of Criminal Appeal, which was made as recently as 1925. It was held that a plea of irresistible impulse was not known to the British law. It was no defence and could not be accepted.

Case proceeding.

## MR. DWIGHT DAVIS

### NEW P.I. GOVERNOR-GENERAL DUE TO-MORROW

### GUEST OF THE GOVERNOR

To-morrow morning Mr. Dwight Davis, the new Governor-General of the Philippines, is due to arrive here on his way to Manila by the s.s. "President Taft."

During his stay here Mr. Davis will be the guest, with the members of his party, of His Excellency the Governor at Mountain Lodge. He will be met at Queen's Pier by the Governor, after which he will inspect the Guard of Honour, and proceed to Mountain Lodge for tiffin.

In the evening there will be an unofficial dinner at Mountain Lodge.

On Saturday Mr. Davis will be the guest of Mr. Treadwell, United States Consul-General, who, it is understood, is arranging a trip to Shek O, arriving back in town in time to re-embark on the "President Taft."

Manila is making very elaborate preparations to welcome their new Governor-General.

## POINTS AGREED

### KWANGSI GOVERNMENT & CANTON

### YU TSOK-PAK RETURNS

Canton, To-day.

Mr. Yu Tsok-pak, the newly appointed Chairman of the Kwangsi Provincial Government, returned to Wuchow from Canton on the morning of July 3 by the gunboat "Chungshan." It is believed that Mr. Yu has reached with the Kwangtung Government an agreement on some points regarding the settlement of the political, military and financial problems of Kwangsi. According to Mr. Yu's statement to pressmen, the new Provincial Government of Kwangsi is expected to be inaugurated on August 1 as all preparations have been completed.—Nan Chung Kuo News Service.

**Following the Fashion**

Canton, Yesterday.

Following the fashion of other defeated generals, the Kwangsi faction leaders, Pei Chung-hsi, Wong Shiu-hung, Fung Chuk-man, Hsu King-tong and others, are reported to be getting ready in Hong Kong to go on an extensive trip abroad, their first destination being France.—Canton News Agency.

**Remnants' Wait**

Canton, Yesterday.

The remnants of the Kwangsi faction's "rebel" army still stationed at Liuchow, where Wu Ting-yang is in command, are awaiting word from the new Kwangsi Government under Mr. Yu Tsok-pak, in order to surrender. Mr. Yu has not seen fit to take the men over, as he is having difficulty in raising funds for the upkeep of the Kwangsi Government being organised to succeed that abandoned by the old clique.—Nan Chung Kuo News Service.

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The American Smelting Company, of New Jersey, United States, has obtained a concession to exploit the ancient copper mines at Tamasus, in Cyprus.

### WATER SUPPLY HOURS

**Victoria and high level districts:—**

**6 a.m. to 8 a.m.**
**6 p.m. to 8 p.m.**

**Severn Road (Eastern Section only), Barker Road, Magazine Gap and Wanchai Districts:—**

**6 to 8 a.m. and 4 to 5 p.m.**

**Remainder of the Peak:—**

**6 to 9 a.m.**

## H. W. AUSTIN'S GREAT STRUGGLE

### LOSES TO BOROTRA

### SECOND BRITISH GIRL REACHES SEMI-FINAL

### HOW TILDEN WAS BEATEN

With the defeat by Jean Borotra, in four sets, of "Bunny" Austin, an all-French final in the men's singles of the British lawn tennis championships at Wimbledon is assured, Austin being Britain's last hope.

Although much interest was devoted to the other semi-final, in which Borotra's compatriot, Cochet, vanquished Tilden in what is probably the latter's last appearance in singles at Wimbledon, it was the mixed doubles which provided most of the important results of yesterday.

**Cochet's "Double"**

Two pairs have reached the semi-final round in this event. One of these is Dr. Gregory (the British Davis Cup representative) and Miss Ryan, the American lady who is nearly always in England. The other pair consists of Hunter (Tilden's partner in doubles) and Miss Helen Wills, the lady singles champion.

In addition to beating Tilden at singles, Cochet was also on the winning side against Tilden in the 2nd round of the mixed doubles. The Frenchman is partnered by Miss Bennett (who is ranked as the second best British lady player) and the American played with Mrs. Mallory of America.

**Notable British Victories**

There were two notable British victories in the mixed doubles, both in the 4th round. Collins and Miss Joan Fry beat another British pair; and Greig and Mrs. McIlquham beat a South African partnership. Greig and Mrs. McIlquham (the latter having caused surprise in the singles by beating Senorita de Alvarez and, in the women's doubles, by being on the winning side against Miss Wills and Miss Cross) were defeated in the 5th round (or quarter-finals) by Hunter and Miss Wills.

In the men's doubles, Lott and Hennessey of America reached the semi-final at the expense of a British pair, Kingsley and Olliff (the latter an ex-junior champion).

**Ladies' Singles**

The weather was warm and sunny at Wimbledon, Reuter adds, and the attendance numbered 15,000.

Miss Joan Ridley (who was afterwards beaten in the women's doubles) completed the semi-finalists in the women's singles by defeating, rather easily, Mrs. Bundy of America. The latter won the championship years ago as Miss May Sutton. This year, at the age of 42, she unexpectedly overcame Miss Eileen Bennett. The semi-finalists will, therefore, be:—

Miss Helen Wills (America) holder v. Miss E. A. Goldsack (Britain).

Miss Helen Jacobs (America) v. Miss Joan C. Ridley (Britain).

**Tilden Gets Sympathy**

The clash between Tilden and Cochet drew a record crowd. Unemployed persons queued up at midnight (prior to the opening in the morning) and sold their places in the queue, during the early hours, for as much as 25 shillings each!

Tilden went out from what is probably his last Wimbledon with the crowds full of sympathy for him, after his many appearances and triumphs in the past on the centre court.

His repertoire of masterly strokes was narrowed down to a minimum by the cool and agile Frenchman who took up Tilden's challenge to a duel of driving which raised the crowd to pitches of frenzy, necessitating an order by the umpire for them to be silent.

**Invincible Backhand**

Cochet won largely on his invincible backhand, with which he returned Tilden's powerful service with varying length and direction.

Tilden sliced his backhand strokes and hit forehand with flat racquet, but he lost the first set at 6-4.

Later he experimented in vain with slicing his forehand stroke but his length was erratic and he either returned into the net or drove out of the court, losing the second set 6-1. He was, however, applauded for some brilliant recoveries, which made a fight of the last set (going to 12 games); but Cochet confirmed his own all-round superiority.

(Continued on Page 9.)

## LIGHT ON WATER DISTRIBUTION

### SUPPLY TO MAINS

### SCHEME FOR BIG NUMBER OF TANKERS IMPRACTICABLE

### IMPROVING TANK SYSTEM

The "China Mail" learned officially this morning that consideration has been given to the suggestion for a supply of water through the rider mains. This would mean that each rider main would be in operation two hours at a time, but, as there are six districts, it is impossible to supply all at the same time. Each would have to be taken in turn. Such a scheme would mean leaving the mains open for twelve hours with the result that the consumption per day would increase to six million gallons instead of the restricted supply of three million gallons.

It must be recognised, however, that it is impossible to get the necessary number of tankers to keep up a constant supply of water into Tytam Tuk, to provide six million gallons per day, and, therefore, the whole suggestion is impracticable.

**Reliance on Tanks**

For better distribution reliance must at present be placed on the tank system, which has been considerably improved. In the case of those tanks that can be kept full the queues are no longer to be seen, which is all to the good. In some cases it is not always possible yet to keep the tanks constantly full, but even this is a matter that may be remedied when a sufficient fleet of lighters is at work bringing in water from outside sources.

**Tanks on Higher Levels**

It is also the intention of the authorities to erect tanks on the higher levels. This cannot be done until the tanks on the lowest level —of which four more are to supplement the present number of 21 —are in full working order. Then it may be possible to pump water from the tanks on the lowest level to the tanks on the higher levels, thus ensuring a more widespread distribution.

**Huge Cisterns**

Five cisterns, each holding 95,000 gallons of water, were put into operation yesterday at the new reclamation ground, Praya East.

Water from these cisterns is served to the public without restriction as to time.

It is understood that those residing from Percival Street to Arsenal Street experienced no difficulty in getting their supply yesterday.

**Water Emergency Committee**

It is understood that the Water Emergency Committee met yesterday afternoon at their new headquarters at the Post Office Building, but we have not been officially informed whether or not there was anything of public interest in the proceedings.

### LOCAL SHOWERS

Today's weather report from the Royal Observatory states:—

Pressure remains highest in the vicinity of the Bonins and is relatively low over China.

Forecast:—S. winds, moderate, fair generally, with local showers.

| | |
|---|---|
| To-day's rainfall | 0.09 inch |
| 1929 rainfall | 14.97 inches |
| Average | 40.82 inches |
| Deficit | 25.85 inches |

DON'T WASTE WATER!

### TO-DAY'S DOLLAR

The closing rate of the dollar on demand, to-day, was 1/11 3/16.

## THEFT OF REGISTERED PARCEL

### 10,000 YEN

### POSTAL EMPLOYEE MAKES A FULL ADMISSION

### COMMITTED FOR TRIAL

Jose Antonio Mariano de Sousa, who was charged with the theft of registered and insured mails from the Post Office including a parcel containing 10,000 yen in notes, on February 5, 1929, was this morning committed by Mr. E. W. Hamilton to stand his trial at the next Criminal Sessions.

The prosecution was closed this morning with evidence given by Roque Francisco Morales, alias Lopes, of No. 6, Lee Tung-street. This witness said that he was unemployed. He was acquainted with the accused and knew him as de Sousa. He also knew that accused has been employed in the Post Office.

Early in February—witness did not remember the date—he attended a farewell dinner party given by the accused at the Empress Hotel. There accused invited him to go with him to Batavia and they sailed together from Hong Kong on February 9. Accused paid his fare and all expenses.

Witness stayed about a week in Batavia and then returned to Hong Kong, also at de Sousa's expense. They went to Batavia first class, and witness returned third class.

**Lavish Loans**

At the dinner party mentioned, witness, saw the accused make a loan of $500 to a man named Ribeiro. Witness's brother also borrowed $1,000 from accused and it was paid over in cash.

On the day after witness got back from Batavia he received a letter from de Sousa addressed to him in the name of Cruz. Witness destroyed this letter.

This closed the case for the Crown and de Sousa was duly cautioned.

**Statement from Accused**

Mr. J. T. Prior, for the defence, announced that accused wished to make a statement from the witness box in full admission of what had taken place.

Accused then went into the witness box and there gave his full name as above.

He said that he joined the Post Office on June 18, 1928, and worked up to February 5, 1929. He received notice to leave at the end of January. His wages at the Post Office was $37.50 per month.

Accused said that he had heard the evidence given against him, and stated that it was correct. He explained that at 5 p.m. on February 5 he was engaged in the Post Office in closing the mails for Japan "first posts" (namely, Moji, Kobe and Nagasaki). He took the Kobe and Nagasaki mails because they were insured. The bags he wrapped up in newspaper and then walked out with them at 5.15 p.m., after closing the mails.

**"Decided to Steal"**

In the bags which he carried away was a large parcel containing 10,000 yen, all in notes. The witness had seen that parcel in the registration department before it was put in the bag, and, concluding that it must contain money, he there and then decided to steal it. After he had signed for the registered and insured mails to be included with his other mails, he stole the Kobe and Nagasaki bags. He then also made up his mind to leave the Colony at the first opportunity.

Before leaving Hong Kong, witness gave two farewell dinner parties at considerable expense, and gave sums of money to several of his friends. He took Lopes with him to Batavia at his expense. He spent all the balance of the 10,000 yen in Java.

**"Nobody Helped Me"**

At the time he stole the mails he did not realise the seriousness of the matter. He realised now that it was very serious. His age was 22 years and his father lived in Macao. On February 6 both his father and brother were unemployed, and he was living with friends. During the whole of the theft of the mails he had no accomplice. "Nobody helped me."

Magistrate: You helped yourself!

Answering Mr. L. R. Andrewes, assistant Crown Solicitor, de Sousa said that it was by accident that he went into the registration department at 4.45 p.m. on February 5 before the mails were placed in the bags, and that was how he saw

(Continued on Page 14.)

## TO-DAYS DOLLAR

The closing rate of the dollar on demand, to-day, was 1/11 3/16.

## A LITTLE BETTER?

### GEN. YEN'S "DIPLOMATIC" ILLNESS

### SAYS HE IS STILL GOING

Peking, To-day.

A report published by the German Hospital on the afternoon of July 3 states that Yen Hsi-shan is recovering from his illness since taking medical treatment, but he is required to remain in the hospital for a few days longer in order to recuperate.

Yen sent a telegram to Feng Yu-hsiang shortly after entering the German Hospital, informing Feng of his unexpected illness and stating that he would join Feng as soon as he leaves the hospital, for a journey abroad in accordance with their previous arrangements.

Yen has also suggested to Feng that he (Feng) should proceed to Tientsin or Peking where they will meet and sail for Japan as he (Yen) has no time at present to return to Taiyuanfu.—Nan Chung Kuo News Service.

**"Cannot Break Faith"**

Shanghai, Yesterday.

A wireless message was sent by Yen Hsi-shan to the Central Kuomintang at Nanking expressing his determination to join Feng Yu-hsiang for a journey to Japan. He also stressed the point that his absence from China is necessary for the maintenance of unification and peace in the country.

He mentioned that if he were to remain in command of the Shansi army, he would not only be breaking faith with Feng Yu-hsiang but would also be in a very difficult position in disposing of the Kuominchun which the Nanking Government intends to place under his (Yen's) command.

According to latest reports, after a series of conferences between Chiang Kai-shek and Yen Hsi-shan and between their respective staffs, no success has been obtained in reconciling their differences.—Nan Chung Kuo News Service.

**Critical Juncture**

Peking, Yesterday.

Yen Hsi-shan was better this morning, it is stated, but some quarters believe his illness is "diplomatic," due to the increasing pressure and Chiang Kai-shek's persuasion that he should remain in China.

This appears to be borne out by significant passages in an interview Chiang Kai-shek gave a Chinese news agency yesterday, in which he states that he has informed Yen Hsi-shan that the Government desires him to stay in China at this critical juncture, when the unification of the country is progressing.

**What Chiang Wants**

As the foundations of the Party and Government grew stronger, reactionary elements intrigued to overthrow the present regime (Chiang is quoted as continuing), and if Yen went abroad now he would be playing into their hands.

He (Chiang) had received telegrams from the Government stating that Yen should stay and then be allowed to go abroad after rehabilitation of the North-West.

**Unquestioned Obedience**

At the present time it was essential that all Government decisions and mandates be accepted and obeyed without question (the news agency goes on to quote Chiang). In this respect, responsible members of the Party and Government should set an example. Sun Yat-sen once stated, during the revolutionary period, that individuals had no freedom. Yen Hsi-shan by reason of his loyalty hitherto was qualified to be a model in the eyes of his colleague and should faithfully obey the decisions of the Government, for the mission of the Party and the Government was more important than individual friendship, said Chiang.—Reuter.

## TO CLEAR OUT PIRATES

### Admiral Chan Chak Starts for West River

Canton, Yesterday.

It is reported that Admiral Chan Chak, commanding the Navy in Kwangtung, will leave in a day or two for the West River, in order to clear that waterway of pirates and bandits, who have shown unusual activity of late.—Canton News Agency.

## BRITAIN'S PROBLEM OF UNEMPLOYMENT

### NEW PROPOSALS

### WHAT THE GOVERNMENT INTEND TO DO

### MR. THOMAS'S VIEWS

London, Yesterday.

The Lord Privy Seal, Mr. J. H. Thomas, who is minister in charge of special measures for dealing with unemployment, delivered a speech in the House of Commons, concerning the Government's proposals, when the debate on the Address, in reply to the speech from the Throne, was resumed.

He said that the ultimate solution of the unemployment problem could not be separated from the trade, commerce and industry of the country, but the gravity of the situation demanded special measures.

**The "Most Dangerous Part"**

The most dangerous part of the problem was that 400,000 or 500,000 persons, in spite of all their efforts to find work, had been unemployed in some cases for three or four years, particularly in areas where the paralysis of one industry meant the ruin of district.

His task was to examine schemes which would not only give work to the unemployed but would stimulate trade at Home and abroad and the economic equipment of the country.

**Railways and G.P.O.**

The railway companies were giving orders, so far as they could to substitute steel sleepers for wooden sleepers for which 1,250,000 tons of timber were imported annually.

He was discussing with the Post Office the question of substituting steel or steel and concrete posts for the timber posts now used for telephones and telegraphs. He was going to explore every avenue to see whether things could be produced in this country, which were at present imported.

The question of steel railway waggons was also under consideration, and in reference to the remission of the railway passenger duty by the late Government on condition that £6,500,000 was expended by railways on capital work, he had met the Railway managers who had undertaken to proceed with new works as speedily as possible.

**Road Schemes**

Turning to roads, Mr. Thomas said that the 500 miles of main trunk roads begun five years ago were now almost completed. Another five years' programme was in hand which, if speeded up, would cost £9,500,000. Work for six years on secondary roads and bridges had also been sanctioned at a cost of £28,000,000.

**Thames Bridges**

Dealing with Thames bridges Mr. Thomas said the money was allocated for the Charing Cross Bridge. The expenditure there was, roughly £11,000,000 but there would be engineering delays and surveys. The reconstruction of Waterloo Bridge could, however, be proceeded with immediately. Work of this kind was being examined by a committee whose report would be published shortly. He was meeting various local authorities tomorrow and had already discussed schemes of development with municipal and tramway authorities.

**Lord St. David's Committee**

The work of Lord Saint David's Committee would continue but while so far the granting of money by this committee had been limited to municipalities, in future assistance would be given to public utility companies.

He proposed to seek powers this month to guarantee a sum of £25,000,000 for loan purposes and to grant interest for a period not exceeding 15 years where assistance, by guaranteed loan, was inadequate.

**Further Schemes**

Schemes for land drainage, afforestation and fisheries development were being examined and special schemes for developmnt in Scotland.

**In the Budget**

In the Budget each year there would, in future, be set aside the sum of £1,000,000 to be used for the development of the colonies alone.

It was proposed to extend the export credits' scheme for a longer period of years.

Power would be taken this month to amend the East Africa and Palestine Guaranteed Loan Act to enable £1,500,000 worth of schemes to be put in hand there without delay.

(Continued on Page 7.)

**Drought in South Korea**

Tokyo, June 24.

A long drought in South Korea has compelled an emergency committee to be formed to concert measures for relief and to import water from Fusan where a number of vessels are employed to carry water to various places in the affected zone.—Nanyo Nichi Nichi Service.

## HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital ..... $250,000,000
Issued and Fully Paid-up ..... $20,000,000
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Hong Kong, 24th May, 1929.

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A. C. HYNES,
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Interest allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.
H. MORI,
Manager.
Hong Kong, 11th March, 1929.

## 中法工商銀行

## BANQUE FRANCO-CHINOISE pour le Commerce et l'Industrie

(Incorporated in France).

Prince's Building, Chater Road, Hong Kong.

HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital fully paid up ..Frs.50,000,000
Special working capital .Frs.50,000,000
Reserves .....Frs.22,819,000

BRANCHES:
Paris, Lyons, Marseilles, Saigon, Haiphong, Hanoi, Tourane, Quinhon, Hue, Thanh-hoa, Vinh, Pnom Penh.
Peking, Shanghai, Tientsin, Hong Kong.

BANKERS:
FRANCE:—Societe Generale, Banque Nationale de Credit, Banque de Paris et des Pays Bas.
LONDON:—Midland Bank, Ltd.
NEW YORK:—American Exchange Irving Trust Co., Banca Commerciale Italiana.
SAN FRANCISCO:—Bank of Italy.

Every description of Banking and Exchange Business Transacted. Correspondents throughout the world.
L. BERNIS,
Manager.
Hong Kong, 3rd August, 1925.

## THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Chater, 1853.
HEAD OFFICE: LONDON.
Paid-up Capital .....£3,000,000
Reserve Fund .....£4,000,000
Reserve Liability of Proprietors .....£2,000,000

Agencies and Branches:

| | |
|---|---|
| ALOR STAR (Malay States) | KUALA LUMPUR |
| AMRITSAR | KUCHING |
| BANGKOK | MADRAS |
| BATAVIA | MANILA |
| BOMBAY | MEDAN |
| CALCUTTA | NEW YORK |
| CANTON | PEKING |
| CAWNPORE | PENANG |
| CEBU | PESHAWAR |
| COLOMBO | RANGOON |
| DAIREN (Dalny, South Manchuria) | SAIGON |
| DELHI | SEMARANG |
| HAIPHONG | SEREMBAN |
| HAMBURG | SHANGHAI |
| HANKOW | SINGAPORE |
| HARBIN (N. Manchuria) | SOURABAYA |
| HONG KONG | TAIPING (F.M.S.) |
| ILOILO | TAIYUY |
| IPOH | TIENTSIN |
| KARACHI | TOKYO |
| KLANG | TONGKAH (Bhuket) |
| KOBE | TSINGTAO |
| KUALA KANGSAR Perak (F.M.S.) | YOKOHAMA |
| | ZAMBOANGA (Philippine Islands) |

Foreign Exchange and General Banking business transacted.
Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON,
Manager.
Hong Kong, 8th January, 1929.

## THE BANK OF TAIWAN, LTD. (TAIWAN GINKO)

HEAD OFFICE:—Taipeh, Formosa.

Incorporated by Special Imperial Charter, 1899.

Central Bank in Formosa.
Bank-Notes issued
Average amount ....Yen. 45,000,000

BRANCHES AND AGENCIES:
JAPAN:—Tokyo, Yokohama, Kobe, Osaka.
FORMOSA:—Giran, Kagi, Karenko, Keelung, Makong, Nanto, Shinchiku, Taichu, Tainan, Takao, Tamsui, Toen, Heito, Taito.
CHINA:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
OTHERS:—Hong Kong, Singapore, Soerabaya, Semarang, Batavia, Bombay, Calcutta, London, New York, Dairen.
LONDON BANKERS:
The London County Westminster and Parr's Bank.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, U.S.A., Australia, etc.
Interest allowed on Current Accounts, and Fixed Deposits at rates which will be quoted on application. Deposits in Yen can be accepted
K. NAGURA,
Manager.
HONG KONG BRANCH:
3, Des Voeux Road Central.
Hong Kong, 19th January, 1929.

## THE BANK OF CHINA. 中國銀行

(Specially Authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917).

Authorised Capital .....$60,000,000.00
Paid-up Capital ..... 18,278,600.00
Reserve Fund ..... 9,629,425.24

HEAD OFFICE: PEKING.

HONG KONG BRANCH:
4, Queen's Road Central.

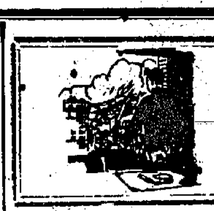
Branches and Sub-branches all over China and Correspondents in Europe, America, and other parts of the world.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank.
The Equitable Trust Company of New York.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
SHOU J. CHEN,
Manager

## THE BANK OF CANTON, LTD.

Established 1912.
Head Office:—Hong Kong.

Authorised Capital (H.K. Currency) ...$11,000,000
Paid Up Capital ..... 5,054,300
Reserve Fund ..... 980,000

BRANCHES:—
Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.
LONDON BANKERS:—
The Lloyd's Bank Limited.
CORRESPONDENTS:—
In all principal cities of the World.
Foreign exchange and banking business of every description transacted.
Safe Deposit Boxes (various sizes) at a yearly rental of from $6 to $40.
LOOK POONG SHAN,
Chief Manager.
Hong Kong, 19th February, 1927.

# COMMERCE AND FINANCE.

## AVIATION TO-DAY

### HOME AND OVERSEAS SERVICES

The proceedings at the Harrogate Congress of the Institute of Transport opened with a paper by Lieut. Colonel I.A.E. Edwards, C.M.G., on "Internal Air Services and Overseas Connections."

Aviation in Great Britain, he said, was at present being expected to develop under most impossible conditions. Outside London there was hardly a town which had adequate and convenient facilities for flying. While £50,000,000 to £60,000,000 were being spent each year on new roads and large sums on railway improvements and extensions, practically nothing was being devoted to aerodromes. At present railways and highways occupied 2,820 square miles. First-class aerodromes spaced at 10-mile intervals, thus providing flying facilities within five miles of practically every house in the country, would occupy only 102 square miles. It was encouraging, therefore, that 60 towns were taking steps to provide themselves with aerodromes as near as possible to their commercial centres, but unless the appropriate sites were secured without delay, their price would rise or they would be built over. Such a development would inevitably bring an increase in trade and amply justify the moderate expenditure needed, but it was not a matter for the Government, but for the local authorities. In fact, it was quite impossible to establish a case for the provision of aerodromes, except on the basis of municipal ownership.

"No Scope"

It was frequently stated that there was no scope for air services in this country owing to the excellence of our railway and road transport and the short distances involved. Time was, however the real factor, and many American air mail routes were no longer than the distances in Britain. It was also argued that business men preferred to travel at night. This was disproved by an examination of the railway time tables. He was therefore convinced that the air would be used once well-organised facilities were provided, as a saving in the time spent in travelling meant that more productive work would be performed. Speedy mail communications, too, would have a beneficial effect on business.

The saving in time, which could be obtained by flying, was in some instances nearly 75 per cent. for example it now took 4 hours to travel by rail from Glasgow to Newcastle, and 6 hours 40 minutes from Swansea to Manchester. By air, the corresponding times would be 1 hour 15 minutes and 2 hours 10 minutes. Mails could be despatched from the city post office to the aerodrome by pneumatic tube, as was already successfully done in Berlin.

"Isolated"

At the present time the whole of the island, with the exception of London, was, aerially speaking, isolated. This called for the establishment of feeder services to Croydon and Hull, with direct connections from the latter city to continental business centres. Regular services from Liverpool to Dublin and Belfast, from Dublin to a southern Irish port, and from Belfast via Carlisle to Newcastle and on to Northern Europe, calling at important towns en route, were also required and eventually links between the Scilly Islands, the Isle of Man, the Hebrides and the Orkney and Shetland group would have to be established. The demand for air taxis would indicate where there was a need for regular services.

The criticism would undoubtedly be made that no one could afford to pay the high charges necessary for such services. But these charges would not be high, since the growth of air transport would mean a demand for large numbers of aeroplanes, and a consequential decrease in standing charges, while an increase in the size of the craft would bring about a decrease in operating costs.—"Engineering."

## FREIGHT-CAR INDUSTRIES

Largely on account of the increased efficiency of the railways of the United States in the operation and maintenance of their rolling-stock and equipment, the year 1928 was one of the poorest ever experienced by locomotive and car builders in that country. The position is dealt with at some length in a recent issue of "Commerce Monthly," the journal published by the National Bank of Commerce in New York. It is stated therein that last year's sales of locomotives by United States manufacturers amounted to 550, compared with 1,074 in 1927 and 1,755 in 1926. On the other hand the number of stored locomotives, in good working condition, has increased, the average for 1928 being 6,700, compared with 5,828 for 1927 and 4,778 for the five-year period 1923-27. The manufacturers of freight cars have also sufferad, their output amounting to 39,000 units during 1928, compared with 54,000 during 1927, and 80,000 in 1926. The journal adds that the capacity of the United States locomotive industry is greatly in excess of replacement needs, and that any great increase in purchases of freight cars during 1929 is unlikely.—"Engineering."


## THE HO HONG BANK, LTD.

(Established 1917.)

CAPITAL.

Authorized .....$20,000,000
Issued ..... 8,000,000
Paid-up ..... 4,000,000
Reserve Liabilities of Shareholders ..... 4,000,000
Surplus ..... 2,219,000

HEAD OFFICES:—SINGAPORE.
Branches, Agencies and Correspondents in the principal cities of the world.
Every description of Banking and Exchange business transacted.
TAN ENG HOOI,
Manager.
Hong Kong, 15th May, 1929.


## JAPANESE TRADE

### INCREASE IN ADVERSE BALANCE

Tokyo, Yesterday.

Foreign trade returns for June show exports as Y.159,000,000 and imports Y.176,000,000, making the total for the first half-year at exports Y1,016,000,000 and imports Y.1,299,000,000, as compared with the same period last year exports Y.943,000,000 and imports Y.1,179,000,000. While both imports and exports have risen imports show a greater rise, thereby increasing the adverse balance of trade.—Reuter.

## INDIAN BANKING

### REPRESENTATIVE COMMITTEE CONSTITUTED

Simla, June 11.

The Central Banking Inquiry Committee is now constituted, and is representative of all important interests.

The chairman, Sir Phupendra Nath Mitra, the Industries and Labour Member of the Raj, has had unique experience in the Finance Department.

The vice-chairman, Sir Purshotamdas Thakurdas, is a Bombay merchant.

European commerce will be represented by Sir Hugh Cocke and Mr. Fife, and Indian commerce by Messrs. D. P. Khaitan and B. F. Madon, economists.

The Committee will include Mr. Hyder, previously a member of the Taxation Inquiry Committee and the Agricultural Commission, and Mr. Manu Subedar, economist.

The Bombay co-operative movement will be represented by Mr. Ramadas Pantulu, Swarajist leader in the Council of State and chairman of the


PLEASE DON'T WASTE WATER


Madras Central Urban Bank, Ltd., and Rai Bahadur J. M. Mitra, Registrar of Co-operative Societies, Bengal.

Mr. Lammond will represent the Imperial Bank; Lala Harkishen Lal, the joint stock Indian banking concerns; and Mr. Buckley, the Exchange Bank's Association.

Indigenous Banking

Indigenous banking will be represented by Raja Sir Annamalai Chettiar (Madras), and Mr. Jadunath Roy (Bengal).

The general interests of depositors, investors and the public will be represented by Dr. Devadhar, president of the Servants of India Society, Mr. Shanmukam Chetty, Mr. Mukhtar Singh Haji, Mr. Abdullah Haroon and Sir Abul Qayum, all members of the Legislative Assembly, and Mr. Jamal Mohammed, a South Indian Muslim merchant.

The secretary of the Committee will be Mr. Arvamudha Iyengar, ex-secretary of the Hilton Young Currency Commission.

Personnel Welcomed

The personnel of the Committee is generally welcomed. Sir George Schuster, Finance Member, is congratulated on his excellent choice of a competent committee.

The preliminary meeting of the Committee will be held in Bombay before the Viceroy's departure for Home.

## CABLE CO. REPORT

### EASTERN EXTENSION & CHINA TELEGRAPH

Report of Eastern Extension Australasia and China Telegraph Company, which is to be merged with cables and wireless, covers three months ended March 31, 1928. Gross revenue amounted to £517,779, from which is deducted £219,044 for ordinary expenses and maintenance ships reserve fund, leaving £298,734. After providing £47,694 for income-tax payable in England, and £7,524 for interest on mortgage debenture stock, there remains £243,616, to which is added £653,622 brought forward, making total available balance of £897,138. A dividend of 2½ per cent., free of tax, has been paid, absorbing £100,000, and leaving a balance of £797,138, which directors have carried to general reserve fund. Directors record the death of Sir John Denison-Pender. The vice-chairman, Mr. J. C. Denison-Pender, has been elected chairman. General reserve with above addition stands at £4,135,429, and other reserves at £911,499.

Investments in respect of reserve funds at March 31, 1928, are as follows:—

| | Nominal. |
|---|---|
| British Funds | £4,657,000 |
| Corpn. and County Stocks—U.K. | 129,500 |
| Public Boards, etc., Great Britain and Northern Ireland | 64,313 |
| Colonial and Prov. Govt. Secs. | 114,400 |
| Colonial and For. Corpn. stks. | 121,740 |
| Foreign bonds, stocks, etc. | 118,575 |
| British Railways | 259,297 |
| Indian Railways | 88,700 |
| Railways — British Possessions | 87,300 |
| Foreign Railways | 75,780 |
| Miscellaneous | 298,200 |
| | Cost. |
| British Funds | £3,678,731 |
| Corpn. and County Stocks—U.K. | 121,291 |
| Public Boards, etc., Great Britain and Northern Ireland | 50,878 |
| Colonial and Prov. Govt. Secs. | 115,207 |
| Colonial and For. Corpn. stocks | 117,529 |
| Foreign bonds, stocks, etc. | 107,173 |
| British Railways | 206,004 |
| Indian Railways | 97,321 |
| Railways — British Possessions | 84,978 |
| Foreign Railways | 72,209 |
| Miscellaneous | 291,035 |
| | £5,024,158 |

## BELFAST LINEN

### REPORTS ON THE FLAX AND YARN MARKETS

The Irish Linen Society, in their report for the fortnight ending May 22, state:—

Flax

Irish and Courtrai.—There is nothing to report.

Latvian.—The Latvian Government remains firm in their ideas and shows no sign of giving way to any extent. The consuming markets are taking no interest whatever, except in trifling lots ex speculators' hands, and there the price has been cut to meet the market. Interior supplies have stopped, as peasants are now busy with field work. Seed is scarce, and it is reported that a considerable quantity has been imported from Holland.

Esthonian.—Supplies are limited owing to active preparations for the new crop. Prices have declined owing to poor demand from abroad. Remaining stocks, however, are moderate for the time of year.

Lithuanian.—Flax supplies in the markets continue to arrive in very low assortments, principally PK and downward, and these are not proving attractive. A few parcels of old crop are always changing hands at or about the last prices.

Soviet.—No further business of any consequence is reported. The Russians are quite steady in their ideas, but buyers are holding back.

Yarns

There is nothing of interest to report in this section. Buying goes on from day to day for immediate wants. Prices without change. Fine counts of carded tows are scarce, Spinners finding it difficult to procure suitable raw tow. There are buyers of fine lines in quantity, but prices offered are not up to Spinners' limits.

Weavers

There is a steady undertone in the market, with enquiries for respectable quantities. Owing to Whitsuntide holidays, and the General Election, business from the home trade is quiet. It is reported that Damasks are in better demand and more looms employed. Checks and Types are also active. Pressure for delivery, already reported, continues as strong as ever, which is a gratifying feature.

Merchants

Demand continues steady for practically all clases of goods. Both Cotton and Linen Damasks are moving fairly well, the desire for novelty and variety being, if possible, even greater than ever. Housekeeping goods, White Linens and Cambrics are unchanged. Stocks everywhere are low, and in the case of Types and Damasks, more looms are being employed to replenish Merchants' assortments. Prices remain unchanged, at a level which is much more satisfactory to buyers than to sellers.

Dress Linens

There is practically no change to report in market conditions. A moderate amount of business is being placed for White and Coloured Linens in medium and better quanties, but U.S.A. orders continue disappointing. The proposed tariff changes, if adopted, should encourage demand for lighter weight Dress Linens weighing under 4 ozs. per square yard, which are scheduled at the 35 per rate of duty.

## STAINLESS STEEL

### THE MAXILVRY-MALLEABLE TYPE

A pamphlet dealing with the properties and uses of Maxilvry, a malleable stainless steel, has recently been issued by the manufacturers, Messrs. Edgar Allen and Company, Limited, Imperial Steel Works, Sheffield. The steel is described as being an alloy of iron with large percentages of nickel and chromium and a small copper content. It is manufactured in the Heroult electric-arc furnace. The steel is chiefly intended for deep-stamping and cold-pressing, and it is capable of taking a high polish. The name is, in fact, derived from the two words "maximum" and "silvery." The material offers a high resistance to many corrosive influences and is stated to be specially useful for the manufacture of a variety of articles including laboratory fittings, linings for chemical retorts, pump rods, road studs, tanks for chemicals, tubes and ship fittings. It is claimed that the material may be welded, soldered, and brazed with little difficulty. When annealed at 800 deg. C., the maximum stress value of the steel is given as 36 tons per square inch; when normalised from 1,200 deg. C. the value is 33.6 tons per square inch; and when quenched in water from 1,150 deg. C. the figure is 35.4 tons per square inch. The Brinell hardness number is 143 in each case. The material is supplied in the form of billets for drop-forging, bars, plates, sheets, angles, castings and forgings.—"Engineering."

# HONG KONG MARKET PRODUCE.

## APPROXIMATE RETAIL PRICES.

### Butcher Meat.

| | | | June, 1929. | June, 1918. | June, 1914. |
|---|---|---|---|---|---|
| | | | Cts. | Cts. | Cts. |
| Beef Sirloin | 牛尾耙 | lb. | 28 | 24 | 12 |
| „ Prime Cut | | „ | 30 | 28 | 11 |
| „ Corned | 咸牛肉 | „ | — | 23 | 12 |
| „ Roast | 燒牛肉 | „ | 28 | 24 | 22 |
| „ Breast | 牛腩 | „ | 24 | 20 | 18 |
| „ Soup | 湯肉 | „ | 24 | 20 | 18 |
| „ Steak | 牛排 | „ | 28 | 24 | 22 |
| „ Steak Sirlon | 牛柳 | „ | 36 | 30 | 35 |
| „ Sausages | 牛腸 | „ | 32 | 26 | 20 |
| Bullock's Brains | 牛腦 | per set | 15 | 10 | 12 |
| „ Tongue, fresh | 牛脷 | each | 65 | 50 | 60 |
| „ Tongue, corned | 咸牛脷 | „ | — | 50 | — |
| „ Head | 牛頭 | „ | $1.20 | — | $1.20 |
| „ Heart | 牛心 | lb. | 24 | 18 | 14 |
| „ Hump, Salt | 牛肩 | „ | 34 | 20 | 18 |
| „ Feet | 牛腳 | each | 10 | 10 | 12 |
| „ Kidneys | 牛腰 | „ | 15 | 10 | 12 |
| „ Tail | 牛尾 | „ | 25 | 20 | 22 |
| „ Liver | 牛肝 | lb. | 24 | 18 | 14 |
| „ Tripe | 牛肚 | „ | 8 | 6 | 7 |
| Calves' Head & Feet | 牛仔頭腳 | set | $1.20 | $1.00 | $1.00 |
| Mutton Chop | 羊排 | lb. | 45 | 26 | — |
| „ Leg | 羊脾 | „ | 45 | 26 | — |
| „ Shoulder | 羊手 | „ | 44 | 24 | — |
| „ Saddle | 羊肉鞍 | „ | 45 | — | — |
| Pig's Chitlings | 猪腸 | „ | 30 | — | 27 |
| „ Brains | 猪腦 | Per set | 3 | — | 12 |
| „ Feet | 猪腳 | lb. | 16 | 15 | — |
| „ Fry | 猪什 | „ | 30 | 15 | 18 |
| „ Head | 猪頭 | „ | 18 | 20 | — |
| „ Heart | 猪心 | each | 15 | 10 | 10 |
| „ Kidneys | 猪腰 | „ | 13 | 10 | 3 |
| „ Liver | 猪肝 | lb. | 48 | 30 | 24 |
| Pork Chop | 猪排骨 | „ | 35 | 25 | 23 |
| „ Leg | 猪脾 | „ | 36 | — | — |
| „ Loin | 猪後腰 | „ | 38 | 60 | 70 |
| „ Fat or Lard | 猪油 | „ | 21 | 21 | — |
| Sheep's Head & Feet | 羊頭腳 | per set | 92 | 60 | 70 |
| „ Heart | 羊心 | each | 11 | 8 | 7 |
| „ Kidneys | 羊腰 | „ | 15 | 12 | 10 |
| „ Liver | 牛肝 | „ | 46 | 26 | 25 |
| Sucking Pigs, to order | 乳猪 | lb. | 25 | 25 | 22 |
| Suet, Beef | 鮮牛油 | „ | 30 | 20 | 18 |
| „ Mutton | 鮮羊油 | „ | 45 | 26 | 26 |
| Veal | 牛仔肉 | „ | 30 | 20 | 20 |
| „ Sausages | 牛仔腸 | „ | 32 | — | — |
| „ „ No. 1 | | „ | 28 | — | — |

### Fish.

| | | | | | |
|---|---|---|---|---|---|
| Barbel | 蛟魚 | lb. | 38 | 16 | 24 |
| Bream | 扁魚 | „ | 32 | 20 | 16 |
| Canton Fresh Water Fish. | 省城淡水塘魚 | „ | 34 | — | — |
| Carp | 鯉魚 | „ | 32 | 13 | 16 |
| Catfish | 鯰魚 | „ | 32 | 16 | 27 |
| Codfish | 鱉魚 | „ | 32 | 12 | 9 |
| Crabs | 蟹 | „ | 36 | 16 | 27 |
| Cuttle Fish | 墨魚 | „ | 30 | 23 | 26 |
| Dab | | „ | 22 | 13 | 27 |
| Dace | | „ | 40 | 23 | 16 |
| Dog Fish | 鯊魚 | „ | 20 | 20 | — |
| Eels, Conger | 鰻魚 | „ | 22 | 10 | 8 |
| „ Fresh Water | | „ | 28 | 16 | — |
| „ Yellow | | „ | 25 | 10 | 18 |
| Frogs | 田雞 | „ | 36 | 26 | 30 |
| Garoupa | 石斑魚 | „ | 68 | 32 | 25 |
| Gudgeon | 白甲魚 | „ | 35 | 40 | 30 |
| Herrings | 鯖魚 | „ | 28 | 22 | 18 |
| Halibut | 鰉魚 | „ | 32 | 18 | 23 |
| Labrus | 鯒魚 | „ | 33 | 18 | 15 |
| Loach | 鰍魚 | „ | 36 | 22 | 18 |
| Lobsters | 龍蝦 | „ | 26 | 22 | 24 |
| Mackerel | 鯖魚 | „ | 48 | 32 | 21 |
| Monk Fish | 公魚 | „ | 35 | 20 | 26 |
| Mullet | 班魚 | „ | 33 | 13 | 2 |
| Oysters | 蠔豉 | „ | 22 | 12 | 2 |
| Parrot Fish | 鸚鵡魚 | „ | 32 | 16 | 22 |
| Perch | 鱸魚 | „ | 28 | 14 | 9 |
| Pike | 鱖魚 | „ | 35 | 20 | 15 |
| Plaice | 鰈魚 | „ | 23 | 16 | 9 |
| Pomfret, White | 白鯧魚 | „ | 35 | 26 | 20 |
| Pomfret, Black | 黑鯧魚 | „ | 40 | 26 | 30 |
| Prawns | 明蝦 | „ | 36 | 36 | 45 |
| Ray | 琵琶魚 | „ | 35 | 10 | 14 |
| Rock Fish | 石斑魚 | „ | 22 | 10 | 14 |
| Roach | 馬口 | „ | 28 | 13 | 18 |
| Salmon | 沙魚 | „ | 35 | 22 | 10 |
| Shark | 鯊魚 | „ | 48 | 26 | 30 |
| Skate | 尾肚 | „ | 18 | 8 | 10 |
| Shrimps | 水鹹蝦 | „ | 18 | 10 | 10 |
| Snapper | 鯛魚 | „ | 54 | 32 | 30 |
| Soles | 左口魚 | „ | 45 | 26 | 35 |
| Tench | 鯽魚 | „ | 35 | 23 | 28 |
| Turbot | 左口魚 | „ | 26 | 22 | 18 |
| Turtles, small, fr. water | 細水龜 | „ | 32 | 18 | 12 |
| Turtles, large, fr. water | 大水龜 | „ | 35 | 40 | — |

### Poultry.

| | | | | | |
|---|---|---|---|---|---|
| Chicken | 鷄 | lb. | 70 | 30 | 31 |
| Capons, Small | 線鷄 | „ | 62 | 28 | 30 |
| Capons, Large | 肥線鷄 | „ | 60 | 28 | 30 |
| Duck | 鴨 | „ | 38 | 22 | 21 |
| Doves | 斑鳩 | each | — | 22 | 21 |
| Eggs, Hen (cooking) | 鷄蛋 | per doz. | 28 | 18 | — |
| Eggs, Hen (fresh) | 新鮮鷄蛋 | „ | 32 | 25 | 20 |
| Fowls, Canton | 本地鷄 | lb. | 70 | 36 | 24 |
| Fowls, Hainan | 海南鷄 | „ | 55 | 35 | 24 |
| Geese | 鵝 | „ | 45 | 24 | 24 |
| Pigeons, Canton | 白鴿 | each | 35 | 80 | — |
| „ Hoihow | 海口鴿 | „ | 28 | 28 | — |
| Turkeys, Cock | 火鷄公 | lb. | — | — | — |
| Turkeys, Hen | 火鷄鯉 | „ | — | 51 | 45 |
| Snipe | 沙追 | „ | — | — | — |
| Pheasant | 山鷄 | pair | — | — | — |
| Quail | 鶴鶉 | each | — | — | 2 |
| Partridges | 鷓鴣 | „ | — | — | — |

### Fruits.

| | | | | | |
|---|---|---|---|---|---|
| Almonds | 杏仁 | lb. | 60 | 35 | — |
| Apples (California) | 金山蘋菓 | „ | 24 | 24 | — |
| Bananas (bride's) | 蕉山香蕉 | „ | 6 | 4 | — |
| Carambola | 楊桃 | „ | — | 12 | — |
| Cocoanuts | 椰子 | each | 14 | 10 | 10 |
| Lemons, China | 檸檬 | lb. | 14 | 25 | 30 |
| Lemons (American) | 金山檸檬 | each | 8 | 8 | — |
| Lichees, Dried | 荔枝干 | lb. | — | 25 | 30 |
| Oranges (Canton) | 新會甜橙 | „ | 24 | — | — |
| Oranges | 橙 | „ | 28 | — | 15 |
| Pears (Canton) | 沙梨 | „ | 9 | — | — |
| Peanuts | 花生 | „ | 14 | 10 | 12 |
| Persimmons, Large | 紅柿 | „ | — | 12 | — |
| Plantain | 大蕉 | „ | 5 | 8 | — |
| Pumelo, Siam | 暹羅柚 | each | 16 | 12 | 6 |
| Walnuts | 合桃 | lb. | 18 | — | 16 |
| Grapes | 菩提子 | „ | 50 | — | — |

### Vegetables, &c.

| | | | | | |
|---|---|---|---|---|---|
| Artichokes | 翡翠竹芝 | each | 12 | — | 8 |
| Beans, Sprout | 芽菜 | lb. | 5 | — | 7 |
| „ Long | 豆角 | „ | 10 | 8 | — |
| Beet Root | 紅頭菜 | „ | 10 | — | — |
| Bitter Squash | 苦瓜 | „ | 6 | 24 | — |
| Brinjals, Green | 青瓜 | „ | 6 | 5 | 8 |
| „ Red | 紅瓜 | „ | 6 | 5 | 8 |
| Cabbage, Chinese | 介菜 | „ | 10 | — | — |
| „ (Shanghai) | 椰菜 | „ | 14 | 12 | — |
| Cane Shoots, bunch | 膠筍 | „ | 10 | — | — |
| Cauliflower (Large) | 大椰菜花 | each | — | — | — |
| „ (Medium) | 中椰菜花 | „ | — | — | — |
| „ (Small) | 細椰菜花 | „ | — | 6 | 6 |
| Carrots | 金筍 | lb. | 7 | 6 | 6 |
| Celery, Chinese | 塘芹菜 | „ | — | 10 | 6 |
| Chillies, Dried | 辣椒干 | „ | 25 | 25 | 5 |
| „ Red | 紅辣椒 | „ | 32 | 10 | 16 |
| „ Green | 青花椒 | „ | 14 | 8 | 12 |
| Curry Stuff, English | 架厘材料 | „ | 10 | 8 | — |
| Cucumbers | 清瓜 | „ | 6 | 2 | — |
| Garlic | 蒜頭 | „ | 10 | 6 | 6 |
| Ginger, Young | 子薑 | „ | 28 | 7 | — |
| „ Old | 老薑 | „ | 15 | 10 | — |
| Horseradish, Shanghai | | „ | 32 | 8 | 4 |
| Indian Corn | 粟米 | „ | 8 | 45 | — |
| Lettuce | 生菜 | „ | 6 | 1 | — |
| Water Chestnuts | 馬蹄 | „ | 10 | — | 8 |
| „ Mandarin | 桂林馬蹄 | „ | 12 | — | 8 |
| Mushrooms, Fresh | 鮮草菰 | „ | 45 | — | 8 |
| Okroes | | „ | 14 | 1 | 10 |
| Onions, Bombay | 洋葱頭 | „ | 8 | 8 | 3 |
| „ Green | 生葱 | „ | 6 | 4 | 6 |
| „ Shanghai | 上海葱頭 | „ | 6 | 6 | — |
| Parsley | 芹菜 | „ | 20 | 60 | 5 |
| Potato, Sweet | 番薯 | „ | 5 | 3 | — |
| „ Japanese | 日本薯仔 | „ | — | 8 | — |
| „ American | 金山薯仔 | „ | 5 | 3 | — |
| Pumpkin | 多瓜 | „ | 5 | 4 | 4 |
| Radish | 紅蘿蔔仔 | „ | 5 | — | — |
| Rhubarb (Fresh) | 大菜頭 | „ | 15 | — | 10 |
| Shallots | 干葱頭 | „ | 10 | — | 8 |
| Spinach | 菜菜 | „ | 6 | 8 | — |
| Tomatoes | 番茄 | „ | 8 | 4 | — |
| Taros | 芋頭 | „ | 6 | 7 | — |
| Turnips, Punti (Long) | 芋菁 | „ | 6 | 6 | — |
| Vegetable Marrow | 白菜 | „ | 6 | 4 | — |
| Water Cress | | „ | 4 | 15 | — |
| Water Lilly Root | 蓮 | „ | 4 | 8 | — |

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Twenty-five Words three insertions prepaid $1. Every additional word four cents for three insertions.

All replies under this heading must be called for.


## WANTED

WANTED.—Young Chinese male stenographer for Amoy. Reply Secretary, P.O. Box 22.

WANTED.—By Japanese, a position in an Hotel. An all round man willing to do anything. Apply Box No. 600, c/o "China Mail."

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EURASIAN GIRL with experience wants position as NURSEMAID. Will live in. Apply Box No. 607, c/o "China Mail."

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BRITISH FIRM has vacancy for experienced European Stenographer for confidential work. Reply giving references and salary required to Box No. 609, c/o "China Mail."

## TO LET

TO LET.—OFFICE in Asiatic Building. Apply Secretary.

TO LET.—Furnished, one room; use of bathroom and kitchen. Apply: Mrs. Chan, 587, Nathan Road, Kowloon.

FLATS TO LET.—First, Second and Third Floors, No. 20, Ice House Street (formerly occupied by Carlton Hotel). Cool and Central Locality. Grand outlook towards Public Gardens. Modern Sanitation. For further particulars apply to H. Ruttonjee & Son, 15, Queen's Road Central.

## TO LET OR FOR SALE.

TO LET OR FOR SALE.—On Broadwood Road two semi-detached 5 roomed houses with Tennis Court and Garage to each house...Reply Secretary P.O. Box No. 22.

## FOR SALE.

FOR SALE.—On Broadwood Road 3 roomed Bungalow. Reply Secretary P.O. Box No. 22.

FOR SALE.—"Barkers," Sai Wan. A fine 4-Roomed Bungalow with large Garden. Excellent Bathing facilities. Ideal place for Summer Hotel. For full particulars apply Box No. 595, c/o "China Mail."

WATER TANK FOR SALE

100-gallon Steel Drum for sale, these are good strong tanks for reserving water for household use, and are galvanised inside and outside, no rust will occur. Price $15.00 each. Kwong Sang Hong Limited, or 134/5, Praya East, Wanchai.

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K.661 — No. 2, Saigon Street, Yaumati or
C.2560 — No. 36, Tung Man Street.


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AUCTIONEERS, APPRAISERS AND SURVEYORS.

## — Public Auctions —

THE Undersigned have received instructions to sell by Public Auction

ON

THURSDAY and FRIDAY the 4th and 5th July, 1929, commencing each day at 11 a.m. with interval from 1.00 to 2.30 p.m. at Carlton Hotel, No. 20, Ice House Street

A Large Quantity of

VALUABLE HOUSEHOLD FURNITURE

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Teak Bedsteads, Iron Beds, Teak Wardrobes with Bevelled Mirrors, Teak Dressing Tables, Teak and Marble Top Washstands, Toilet Sets, Blankets, Table Cloth, Linen. Mosquito Nets, etc., etc.

also

One Piano by S. Montrie & Co.

A Quantity of Blackwood Ware

and

One Safe by James Black, London.

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Successor to the late SIEN TING,
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## NOTICES.

WATER EMERGENCY COMMITTEE.

A Control Office has been opened, as from to-day, at Post Office Building, 1st floor.

All inquiries and communications regarding the importation of water should be made there.

WILL STEAMSHIP AGENTS PARTICULARLY NOTE.

Tel. No. C. 2527 & Govt. No. 284.

By Order,
H. S. ROUSE,
Secretary.

Hong Kong, 1st July, 1929.

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of Sale by Public Auction to be held on MONDAY, the 8th day of July, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

| No. of Sale. | Registry No. | Locality. | Boundary Measurements. N. | S. | E. | W. | Contents in Square feet. | Annual Rental $ | Upset Price $ |
|---|---|---|---|---|---|---|---|---|---|
| 1 | New Kowloon Inland Lot No. 1,126. | Between New Nos. 153 & 159, Cheung Sha Wan Road, Shamshuipo. | ft. As | ft. per | ft. sale | ft. plan. | about 12,480 | 86 | 15,720 |

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of Sale by Public Auction to be held on MONDAY, the 8th day of July, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

| No. of Sale. | Registry No. | Locality. | Boundary Measurements. N. | S. | E. | W. | Contents in Sq. Ft. | Annual Rental $ | Upset Price $ |
|---|---|---|---|---|---|---|---|---|---|
| 2 | Kowloon Inland Lot No. 2260. | North of Kowloon Inland Lot No. 2055, Tung Choi Street. | ft. As | ft. per | ft. sale | ft. plan. | About 3,968 | 46 | 6,044 |


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HOUSE COAL.
Peak .....at $23.00 per ton.
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Kowloon ..... „ $17.00 „ „
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## DIATHERMIC CURE

ELECTRICITY AND DISEASE

THE TREATMENT

The so-called "Diathermic" treatment of certain diseases, in which heat is generated within the body itself by the action of oscillatory electric currents of high frequency, is described in "La France Illustree" (Paris), by Jacques Boyer. M. Boyer tells us that this method is effective in case of high blood-pressure, arterial hardening, gout, rheumatism, and even with violent colds in the head. He writes:

"The physiological properties of high-frequency currents of damped oscillation were announced as long ago as 1892 by Professor d'Arsonval. Later, by devising a special apparatus, he made it easy for physicians to use the undamped electric oscillations. Since then their diathermic [internal-heating] applications have been innumerable. The domain of this new branch of electrical treatment is extending further and further and its technique is becoming more perfect daily.

**Possible Cancer Cure**

"Owing to the high intensity of the currents which in this form may safely traverse the human organism, we are now able to cause notable increase of temperature in the very mass of the tissues, between the electrodes of a properly arranged device. Albumens may even be coagulated at a distance. Thus, writes a competent specialist, Dr. Bordier, in his recent work, 'Diathermy and Diathermotherapy' (1928), we may even hope that certain cancers may ultimately be cured in this way. Instead of resorting to the knife, the surgeon will then use a 'diathermic knife' to remove the diseased tissues.

"While awaiting this blessed day, let us see how these remarkable currents are already able to alleviate hardening of the arteries. In a healthy person the arterial pressure is about 6 to 6½ inches of mercury, while in some diseases it rises beyond 10 inches, and in others, such as neurasthenia, it falls to 4 or 5. The physician can easily measure high blood-pressure, which is an ordinary symptom of arterial hardening, but hitherto he has been able only to recognise it without curing it.

"For several years, however, hardening of the arteries has been treated by diathermy. The patient is introduced into a huge electric coil traversed by high-frequency currents. He sits on a chair in full view, in the centre of this cylindrical cage. In a glazed cabinet near by a transformer raises the tension of the alternating current to 40,000 or 50,000 volts, with 500,000 or 600,000 alternations per second. After five minutes of electrical treatment the arterial pressure falls, and with several successive 'darsonvalisations' it is brought down to normal. The lowered pressure persists, and the progress of the arterial hardening appears to be arrested."

**Colds and Neurasthenia**

High-frequency currents are also used to relieve gout and rheumatism. In this case the patient is not surrounded with a coil:

"Comfortably stretched out on an insulated mattress, he holds in his hands one of the extremities of the bobbin. A leaden sheet, connected with the other end, lies between the chaise longue and the mattress. Thus a condenser is formed with the patient for one armature and the metal plate for the other, the insulating mattress acting as the dielectric.

"With the low-pressure patients the same electric oscillations are applied, but in the form of radiation, along the spine. The subject, in this case, sits on an insulated stool and the operator brushes his spine with a set of metal brushes. Certain types of neurasthenies may also be treated thus.

"Diathermic treatment is also used in gynecology and urology. Dr. Bordier has been applying it lately to violent colds in the head. He uses a double valve which, acting as a bi-polar electrode, consists of two small metal plates, fastened to the flexible arms of a V-shaped insulator. A hinge at the base enables this to be applied to a nose of any size or shape. An elastic band holds the device to the patient's head. The patient sits comfortably in a chair, while the operator gradually increases the strength of the current until a sensation of heat is felt in the nose.

"According to figures given by Dr. Bordier, a sitting of twenty minutes, with even a feeble oscillatory current (200 to 300 milliamperes), is enough to cure the most violent cold. As soon as the electric radiation has passed through the mucous membrane, the patient breathes freely, his nose no longer runs and he stops sneezing. He sheds no more tears, and the pain in his frontal sinus disappears little by little with the last traces of his cold—thus suddenly arrested in its course. The cure is quicker, the more violent the cold."

The Chinese press reports that Chang Hsueh-liang's Manchurian Air Squadron will leave Mukden on a long distance flight to Kirin, Harbin and Manchouli.

Miss Cecilia Haas and Mrs. M. Marz returned to Shanghai on the s.s. "Tungchow" after spending a holiday in the north.

LADIES' and GENTLEMEN'S
BATHING COSTUMES
of superior Quality
"OCEAN" "VIKING"
"HOLLYWOOD."
in a great variety of colours.
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## 'PLANE DANGLING

ACROBAT'S TRAPEZE ROPE BREAKS

Thousands of people watched a thrilling incident at a flying display at Jeumont, on the French frontier.

From beneath an aeroplane piloted by M. Petermans a trapeze wwas swung on which an acrobat named Vincent performed some daring feats.

Suddenly one of the trapeze ropes snapped. The acrobat clung to the other rope, which was swinging violently, but he was unable to climb back into the aeroplane.

Another machine which was sent up flew under and at the side of the dangling man, hoping that he would have an opportunity of dropping on to or seizing one of its wings.

The acrobat, however, was half stunned and nearly frozen, and he would not let go the rope.

It was now getting dark, and in a supreme effort to save his passenger's life M. Petermans brought his aeroplane as near as he dared to the ground and reduced speed to the lowest possible limit.

Realising that it was his last chance, Vincent let himself fall. He escaped with a few bruises and shock, while the pilot safely landed his aeroplane.

The Venezuelan Congress has unanimously re-elected General Juan Vicente Gomez to be President of the Republic for a seven-year term.

One of the youngest of the Indian ruling princes, the Maharaja of Rewa, who is 26, arrived in London on a visit.

A party of 180 Jugo-Slav tourists under the leadership of Colonel Bozanovitz has arrived in Salonica.

## BARONETS' BADGE

THE KING AUTHORISES SPECIAL DESIGN

It was officially announced in mail week that the King has issued a warrant authorising all baronets except those of Scotland to wear on appropriate occasions a special badge suspended from a riband round their necks.

The badge will consist of a shield of the Arms of Ulster (on a silver field a left hand gules) surmounted by an Imperial Crown enamelled in its proper colours, the whole enclosed by an oval border embossed with gilt scroll-work.

The border for baronets of England will be a design of roses; for baronets of Ireland a design of shamrocks; for baronets of Great Britain a design of roses and thistles; and for baronets of the United Kingdom a design of roses, thistles and shamrocks. The riband will be orange with a narrow dark blue edge on both sides.

**Baronets of Scotland**

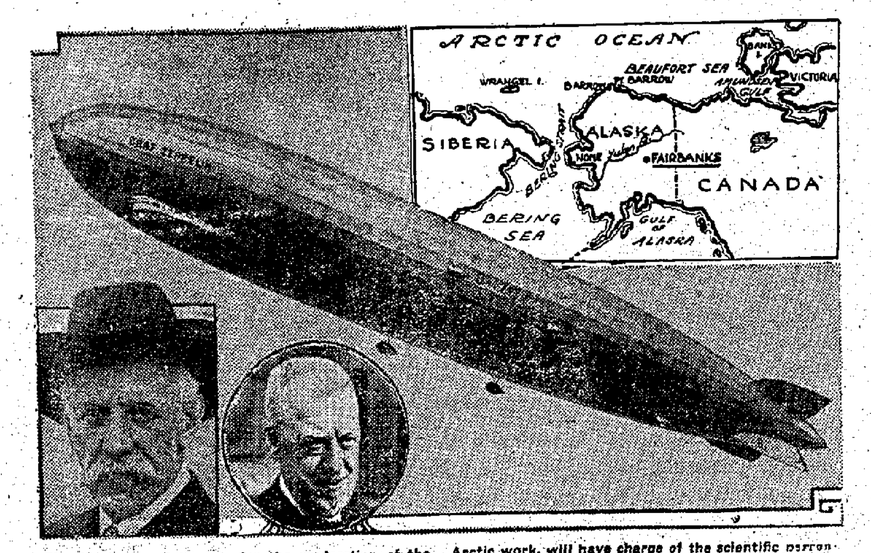
Baronets of Scotland are already entitled, under a warrant of Charles I., to wear a badge of the Royal Arms of Scotland superimposed on the Arms of Nova Scotia.

The wearing of the new badge will be optional, and baronets desiring to wear it must supply themselves with it at their own expense. The badges will be made by the Royal Mint.

This royal warrant follows the one issued three years ago authorising the wearing by knights bachelors of a badge on the left side of the coat.

The inclusion in the new badge of the Arms of Ulster recalls the origin of baronets, a rank instituted by James I. in 1611, ostensibly for the defence of the new "plantation" of Ulster. The arms contain the famous Red Hand of Ulster.

Charles I. established the degree of baronet in Scotland, the avowed object being to aid a scheme for the colonisation of Nova Scotia.




The International Society for the exploration of the Arctic regions has engaged the services of the Graf Zeppelin, above, and her commander, Dr. Hugo Eckener, left, for three exploring trips to the Arctic next year. Dr. Friedjof Nansén, right, noted for his Arctic work, will have charge of the scientific personnel of fifteen. The map above shows Fairbanks, Alaska, where preparations are being made to base the giant airship.

### Magnetic Polar Regions May Give Up Some Radio Secrets

FAIRBANKS has been chosen as the base station in Alaska for three flights to be made during April and May, 1930—the first from Leningrad via Spitzenbergen and the north coast of Greenland to Fairbanks; the second from Fairbanks via Wrangel Island and 160 degrees east longitude to the North Pole to Fairbanks; the third from Fairbanks via De Long Island to Leningrad by the Graf Zeppelin. The Department of the Interior is interested in the flights because of their importance to Alaskan railroad matters, controlled by the department.

"It comes as a natural consequence that Fairbanks should be chosen as the base of these exploration trips," said Sawyer, executive assistant to Secretary of the Interior Lyman Wilbur. "Fairbanks is the closest city to the magnetic North Pole. It is connected to seaboard at Seward, 468 miles south, by the Government railroad." A mooring mast is to be erected at Fairbanks and supplies will be maintained there for continuous annual operations.

"Fairbanks already is assuming distinction as a center of flying in the north country," he said. "The old-time sourdoughs now go by airplane on their prospecting trips and save weeks of valuable time." Airplanes in Alaska also are changing the old schedule of six months for a letter, and, Sawyer predicted, a few short years will see thousands of planes carrying the commerce of China, Japan and Siberia over the shortest and direct routes from the Pacific Coast to the Orient. "A plane recently flew from Fairbanks to Siberia and return in a few hours with a cargo of Siberian furs valued at $100,000," Sawyer stated. "Another plane recently carried a doctor's patient from Fairbanks to Seattle, 2,000 miles, for special hospital treatment.

"Few people realize that Fairbanks lies directly on the main airway connecting the United States and Japan. Fairbanks knows this, however, and is building airways and beacons in preparedness for this commerce."

Sawyer, who is well known as a radio engineer, stated he was interested in the Zeppelin flights to the magnetic pole because of the opportunity for definite radio experiments in connection with them. He has suggested that two radio waves be sent out continuously and synchronously from the Zeppelin as it passed through the various severe electric fields of the north magnetic regions.

"In an hour's time the magnetic declination of the Zep may vary sixty degrees," he said, "the east and west magnetic drifts, the north and south variations, the static pressures and other data will be recorded at various points on the earth.

"The position of the sun, moon and stars will be plotted and the strength of signals and the time of reception and the direction of reception can be noted."

The results to be obtained may easily set up a new fundamental theory of wave control and propagation which would settle once and for all the so-called heaviside theory. Also, he said, the results may show the connecting links between planetary vibrations which control tides with gravitational forces and the magnetic electrostatic variations which in turn may control all radiating energies.

### Air-Minded Alaska Rushes Base for Giant Airship

## UNCLAIMED TELEGRAMS.

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying at the E. E. Telegraph Co. office, Hong Kong:—

Fact, from Singapore.
Haino, from Singapore.
Kee Chong, from London.

S. LACK,
Superintendent.

Hong Kong 27th June, 1929.

THE GREAT NORTHERN TELEGRAPH CO., LTD., OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—

Fujibun, from Osaka.
George Lynott, from Shanghai.
H. Kong Kwok, from Osaka.
Milladvert, from Dairen.

E. V. JESSEN,
Superintendent.

Hong Kong, 27th June, 1929.

## HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

| Island. | Feet. |
|---|---|
| Victoria Peak | 1823 |
| Signal Station | 1774 |
| Mt. Parker | 1734 |
| Mountain Lodge | 1725 |
| The Eyrie | 1725 |
| Peak Hotel | 1305 |
| Taikoo Sanatorium | 1000 |
| Mt. Davis | 877 |
| Bowen Road (filterbeds) | 297 |
| **Mainland** | **Feet.** |
| Taimoshan | 3124 |
| Kowloon Peak | 1971 |

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M.V. "MUNCASTER CASTLE" Sails on or about 10th July.

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M.V. "VIMINALE" .....Sails on or about 18th July.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.
From Hong Kong.
S.S. "NIPPON" .....Sails on or about 13th July.
S.S. "TIMAVO" .....Sails on or about 23rd July.

## NATAL LINE OF STEAMERS

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Regular Passenger and Cargo Service to South African Ports.
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| | | | |
|---|---|---|---|
| From Hong Kong to Shanghai | and return | ..... | H.K.$120 |
| " " " " Nagasaki | " | ..... | 165 |
| " " " " Moji | " | ..... | 190 |
| " " " " Kobe | " | ..... | 210 |
| " " " " Yokohama | " | ..... | 235 |

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
SHINYO MARU ..... Wednesday, 10th July.
SIBERIA MARU ..... Wednesday, 24th July.
SEATTLE, VICTORIA via Shanghai & Japan Ports.
MISHIMA MARU ..... Monday, 29th July.
IYO MARU ..... Monday, 12th August.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.
HAKONE MARU ..... Saturday, 13th July.
SUWA MARU ..... Saturday, 27th July.
SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU ..... Wednesday, 24th July.
KAGA MARU ..... Wednesday, 21st August.
BOMBAY via Singapore, Penang, & Colombo.
AWA MARU ..... Thursday, 11th July.
† NAGATO MARU ..... Saturday, 27th July.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.
ANYO MARU ..... Tuesday, 9th July.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAMAKURA MARU ..... Tuesday, 9th July.
NEW YORK, BOSTON via Panama
† ATAGO MARU ..... Sunday, 21st July.
LIVERPOOL via Port Said, Constantinople, Genoa.
† DURBAN MARU ..... Saturday, 20th July.
CALCUTTA via Singapore, Penang & Rangoon.
† GENOA MARU ..... Tuesday, 9th July.
† RANGOON MARU ..... Monday, 15th July.
SHANGHAI, KOBE & YOKOHAMA.
HAKOZAKI MARU ..... Sunday, 7th July.
† MITO MARU ..... Wednesday, 10th July.
† LYONS MARU ..... Thursday, 18th July.

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## O. S. K.

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ALTAI MARU ..... Sunday, 14th July.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.
MONTEVIDEO MARU ..... Tuesday, 30th July.
BOMBAY—Via Singapore & Colombo.
CHIFUKU MARU ..... Thursday, 4th July.
SHUNKO MARU ..... Friday, 19th July.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.
PANAMA MARU ..... Sunday, 7th July.
CALCUTTA—Via Singapore, Penang & Rangoon.
BORNEO MARU ..... Thursday, 18th July.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.
ARIZONA MARU (From Shanghai) . Monday, 15th July.
MELBOURNE—Via Manila, Brisbane & Sydney.
BURMA MARU ..... Friday, 5th July.
HAIPHONG—Via Hollow & Pakhoi.
NEW YORK—Via Japan ports, San Francisco & Panama.
HAVANA MARU ..... Wednesday, 17th July.
JAPAN PORTS.
KASADO MARU ..... Monday, 8th July.
AMAZON MARU ..... Tuesday, 9th July.
BATAVIA MARU ..... Sunday, 14th July.
KEELUNG—Via Swatow & Amoy.
CANTON MARU ..... Sunday, 7th July 3 p.m.
HOZAN MARU ..... Sunday, 14th July, 3 p.m.
TAKAO—Via SWATOW & AMOY.
TAKAO & KEELUNG.
BATAVIA MARU ..... Sunday, 14th July.

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# SHIPPING SECTION.

## RESCUE TUG

### SUMMARY OF CHAMBER'S RECORDS

### HISTORY OF THE CRAFT

Attached to the letter from the General Chamber of Commerce, published in the "China Mail" yesterday, is the following "Summary of the Chamber's Records" with regard to the rescue tug "Kau Sing":—

Arising from the typhoon which struck the Colony on August 18, 1923, the then Harbour Master (Commander C. W. Beckwith, R.N.) conceived the idea of a tug for the purpose of rendering assistance generally in the Harbour to all craft, and suggested that the vessel should have "twin screw engines making her more easily manoeuvred and with less chance of getting foul and put out of action."

Another Government suggestion was that the vessel should have "water tube boilers with oil fuel for steaming, which would enable steam to be generally quickly in typhoon weather."

The question was referred by the Government to the Chamber of Commerce, which appointed a Special Committee consisting of Messrs. R. M. Dyer, J. Reid, Capt. A. W. Davison, Captain T. Arthur and Mr. W. Lang (Surveyor to Lloyd's Registry), under the Chairmanship of Mr. R. Sutherland (Chairman of the Shipping Sub-Committee).

The Committee unanimously recommended single in preference to twin screws, considered water tube boilers were undesirable, and advised installing Scotch boilers, adaptable for either oil or coal fuel.

**Summary of the Criticisms**

The Harbour Master states (without giving details):—

"It has been now found from practical experience of the 'Kau Sing' that:

"(a) owing to having only a single screw she is practically unmanageable in typhoon weather when attempting to manoeuvre alongside a ship.

"(b) from cold boilers it takes 12 hours to raise steam and that even with fires banked in one boiler it is not considered safe to send her outside Harbour Limits until such time as steam has been raised in the second boiler."

The Government Marine Surveyor, asked to advise as to the conversion of the vessel from steam single screw to Diesel motor single screw, reported that the cost would be prohibitive, being in the neighbourhood of $380,000 less $25,000, the second-hand value of the present machinery.

Commenting on this the Harbour Master says:—

"As this tug, fitted with only a single screw, is very difficult to manage in typhoon weather and cannot be considered a success for the purpose for which she was provided, and as the building cost in the first instance was only $250,000, I am unable to recommend a further expenditure of $355,000 on her, for which sum the sole gain would be that of being able to get under weigh at quarter of an hour's notice.

"The only procedure that I could recommend would be the selling of the 'Kau Sing' complete as she stands at present, and the building of a new tug with twin screws."

**"Hsin Wah" Disaster**

There were further criticisms of the rescue tug in the public Press at the time that the s.s. "Hsin Wah" went ashore on Waglan (January 16, 1929), suggestions being made that the vessel should have been available to proceed to the assistance of a ship in distress outside the Harbour. However, as explained later, the "Kau Sing," being intended for rescue work in the Harbour during typhoon weather, is required by her orders to lie under banked fires during the typhoon season only, and to proceed to raise full steam when the No. 1 typhoon signal is hoisted.

**Object of the Tug**

These were stated in a letter to the Chamber of Commerce from the Government, dated September 26, 1923, to be "rescue work in the harbour during typhoon weather." The Harbour Master (Commander C. W. Beckwith, R.N.) in an explanatory letter forwarded by the Government, discussed the increasing danger of casualties among shipping in the Harbour, with the greater volume of shipping frequenting the Port, and suggested that the Harbour Department should have a powerful rescue tug in a position to render first aid and do all the rescue work required after the weight of the typhoon had passed. To justify the expense of such a vessel, taking into consideration that typhoons appear to actually strike the Colony about once in 16 or 17 years, the Harbour Master submitted that the vessel could also take the place of the light house tender "Stanley."

The Chamber of Commerce made it clear from the beginning, in a letter to the Government dated October 31, 1923, that certain criticisms of the Government's ideas as to the design of the tug suggested themselves, but agreed with the objects as set forth above, asking, however, that one other purpose be added, namely, that the vessel should not only visit lighthouses but be capable of acting as relieving ship to the Pratas Wireless and Observing Station; i.e., that it should be capable of steaming 170 instead of 40 miles only.

On this the Government submitted an alternative plan of a rescue tug "practically the same size as the Naval Tug 'St. Monance'" and "capable of carrying out reliefs to the Pratas in normal weather."

The Special Committee then got to work. On the main questions at issue they advised:—

"Single or Twin-Screw.—The merits of single and twin-screws were considered and it was unanimously agreed to recommend the former."

"Boilers.—The meeting was unanimous on the advisability of installing Scotch boilers adaptable either for oil or coal fuel, i.e., two boilers developing about 1,200 h.p. (triple expansion engines).

"It was generally considered that it would be feasible to have steam on one boiler when typhoons were in the vicinity and that no difficulty should be experienced in raising the necessary full head of steam by the time the vessel came into commission. In connection with water tube boilers, the meeting was unanimous that they were not desirable."

In July, 1924, full plans and specifications of the tug, prepared by the Taikoo Dockyard & Engineering Co., were forwarded by the Government for examination by the Committee, and were considered satisfactory.

**Duties of the Tug**

On April 16, 1926, the Harbour Master (Commander G. F. Hole, R.N.), informed the Chamber that the tug had been delivered and asked that, "as the primary use of this vessel is to render assistance during typhoon weather to craft in difficulties in the Harbour," the Chamber of Commerce would appoint a small Sub-Committee to discuss with him and assist in drafting "special orders for such occasions, as a guiding principle to the Officer in Command of the tug."

The following were appointed and served under the Chairmanship of the Harbour Master:—Mr. R. Sutherland (Chairman of the Shipping Sub-Committee), Mr. T. N. Chau, Captain P. H. Rolfe, Captain B. Innes and Captain E. H. Neave.

The most important recommendations of this Committee were as follows:—

(a) As "Kau Sing" is primarily intended as a life-saving appliance, a permanent European Master should be appointed who should be responsible for the navigation of the tug, and for the training of the crew in boat and life saving work, and for general maintenance. This officer should either live on board or be provided with permanent quarters in the Harbour Office.

The appointment of a fully qualified European Master was considered essential and the Committee recommended most strongly that this matter should be brought to the immediate attention of the Government for prompt decision.

(c) The present upper deck complement of the "Kau Sing" viz.:
1 Boatswain
2 Quartermasters
6 Seamen
is considered insufficient in typhoon weather, as should it be necessary to send away a boat's crew of 1 coxswain (Quartermaster) and 6 seamen it would denude the deck of all men. It is therefore considered necessary that the crew be reinforced by
1 Coxswain
6 Seamen.
These ratings to be formed into a boat's crew and specially trained by the European Master in life-saving work.

**Typhoon Orders**

The relevant clauses of the "Typhoon Orders" for the "Kau Sing" drafted by the Committee may be summarised as follows:—

(1) During the typhoon season (limits to be determined by the Harbour Master) the "Kau Sing" will lie under banked fires with 10 lbs. steam in each boiler.

On No. 1 typhoon signal being hoisted, steam is to be raised immediately for "Full Speed"—the tug still remaining at her buoy. The Master will repair on board until such time as all fear of a typhoon striking the Colony has passed.

(2) On any of the Black typhoon signals or their equivalent lights being hoisted, the "Kau Sing" will patrol the Harbour picking up any junks or sampans that have not already taken shelter and tow them to the Typhoon Shelter.

(4) In the event of a typhoon striking the Colony, the Master will, as soon as practicable, either weigh or slip his anchor and proceed to patrol the Harbour rendering assistance generally.

(Continued on Page 5.)

## DOCKERS' STRIKE

### SHIPS HELD UP IN SEVERAL BRITISH PORTS

### RIVAL UNIONS

London, Yesterday.

A dispute of rival unions has led to a strike of dockers, which is holding up ships at London, Liverpool, Belfast, and Southampton. Two ships in London are so far affected.

The trouble started when a number of the crew of the steamer "Woodlark" (London), who had been transferred from the Seamen's and Firemen's Union to the Transport and General Workers' Union were not allowed to sign on because the agreement between the shipowners and the Seamen's Union specifies that every member of the crew of a ship shall be a member of that union.

Substitution of such members led to a strike of the rest of the crew of the "Woodlark." Transport workers came out to support them and the ship was unable to sail.

The trouble spread to the London and Edinburgh passenger steamer "Royal Fusilier," which is also unable to sail owing to a strike of the crew.—Reuter.

## NEW STEAM TUG

### BUILT AT THE KOWLOON DOCKS

Built by the Hong Kong and Whampoa Dock Co., to the order of the Kailan Mining Administration, the steam tug "Fu Ping," after having undergone a satisfactory trial, left at noon to-day for Chinwangtao, to be put in commission.

The "Fu Ping" is a sea-going tug built to Lloyd's 100 A1 requirements for towing services and is especially strengthened for navigation in ice. She is fitted with a triple expansion surface condensing engine developing 730 I.H.P. and attained a mean speed of 11.65 knots on trial.

The dimensions of the "Fu Ping" are: length, 110 feet; breadth, 25 feet; and depth, 11 feet.

## PIRACY OF JUNK

On its way to Macao, just off Saw Chau Island, in Chinese waters, a Hong Kong junk was pirated, and the cargo, consisting of laichees, plums and pears, valued at $300, was stolen. The crew numbering two besides the master of the vessel were kidnapped, but the latter escaped by jumping overboard with a plank. He drifted into Tai-O harbour and reported the affair to the Police.

## WARSHIPS HERE

The following are the warships at present in harbour:—

At the Basin:—H.M.S. "Tamar," L15, and L19.

At the North Arm:—H.M.S. "Bridgewater," "Fortol" and "Sirdar."

At the West Wall Dock:—"Castor."

In Dock:—H.M.S. "Thracian," "Sepoy" and "Moorhen."

Foreign Men-of-War

French Gunboat "Vigilante."

U.S. "Gunboat "Mindanao."

## LIGHTER AGROUND

The "Fukwong," a lighter belonging to the Asiatic Petroleum Company, was reported aground near Wangmun yesterday.

Latest reports are to the effect that the lighter managed to get clear late last night with the rising of the tide.

On May 13, the numbers of persons on the registers of employment exchanges in Great Britain were 805,000 wholly employed, 218,700 temporarily stopped, and 80,200 normally in casual employment, making a total of 1,104,700. This was 28,005 less than a week before, and 13,690 less than a year before. The total on May 13 comprised 865,800 men, 32,300 boys, 177,500 women and 29,100 girls.

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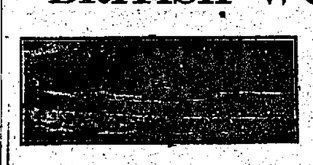

When they pass the Shiuhing Gorge, the American travellers say "Well, we guess this beats the Hudson River, our show place." Continental visitors remark that it reminds them of the "Rhine and Switzerland." Whilst British tourists declare "Surely, the Lake district or the Scottish moors, but with a little less vegetation." Now why not take a five-days' round trip and see for yourself. It costs you only $40.

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WED. 10th FRI. 26th
TUES. 16th WED. 31st

S.S. "TAI MING"
[649 tons—Capt. G. J. Spink.]
JULY
MON. 8th WED. 24th
SUN. 14th MON. 29th
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| *ALIPORE | 5,273 | 19th July | Straits, Colombo & Bombay. |
| KHIVA | 9,135 | 20th July | Marseilles & London. |
| KHYBER | 9,114 | 3rd Aug. | Marseilles, London & Hull. |
| KIDDERPORE | 5,334 | 15th Aug. | Straits, Colombo & Bombay. |

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| TILAWA | 10,006 | 24th July | Singapore, Penang & Calcutta. |
| SIRDHANA | 7,745 | 29th July | Singapore, Penang & Calcutta. |
| TALAMBA | 3,013 | 1st Aug. | Singapore, Penang & Calcutta. |
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| TANDA | 6,956 | 30th Aug. | |
| ST. ALBANS | 4,500 | 4th Oct. | |
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| | | | |
|---|---|---|---|
| SIRDHANA | 7,745 | 4th July 6 a.m. | Amoy, S'hai, Moji, Kobe & Osaka. |
| KHYBER | 9,114 | 5th July 5 p.m. | Shanghai, Moji, Kobe & Yokohama. |
| ARAFURA | 6,000 | 9th July | Moji, Kobe, Osaka & Yokohama. |
| TALAMBA | 8,018 | 10th July | Amoy, Moji, Kobe & Osaka. |
| MALWA | 10,980 | 19th July | Shanghai, Moji, Kobe & Yokohama. |
| TAKLIWA | 7,936 | 19th July | Amoy, Moji, Kobe & Osaka. |
| *KIDDERPORE | 5,334 | 20th July | Shanghai, Moji & Kobe. |
| TALMA | 10,000 | 1st Aug. | Amoy, S'hai, Moji, Kobe & Osaka. |
| KASHMIR | 8,985 | 2nd Aug. | Shanghai, Moji, Kobe & Yokohama. |
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## RESCUE TUG

*(Continued from Page 4.)*

(5) When rescue work essential to the saving of life has been completed in the Harbour and its vicinity, the tug will then proceed to the assistance of the "Fishing Fleet" at sea—information as to its whereabouts being obtained via the Harbour Office from Shaukiwan, Aberdeen and Cheung Chau.

(7) The Master of the rescue tug is to bear in mind that the paramount duty of the "Kau Sing" is to save life, and he should remain under way until all Harbour craft are in positions of safety, and should get under way again as soon as he considers that weather conditions allow him to render aid.

The Harbour Master wrote on July 7, 1926, that "Government have accepted all recommendations put forward by the Committee which sat to consider the orders for the rescue tug 'Kau Sing.' The work is being put in hand immediately and steps are being taken to secure the services of a suitable fully qualified Master Mariner to act as Master."

In the Colonial Secretary's speech introducing the Budget (October 15, 1926) there, however, occurred this passage:—

"A separate post of Master of the rescue tug disappears as the duties will be performed by one of the additional Boarding Masters."

**The Points at Issue**

The points at issue are three:—

(A) Twin or Single screw.

(B) The appropriate qualifications of the navigating Officer.

(C) Diesel or Steam power.

On these questions the following notes have been supplied by experts:—

**(A) Twin or Single Screw**

On the question of twin or screw, the following comments are made:—

(I.)—"The 'Kau Sing' resembles very closely the Admiralty type of rescue tug which, developed during the war, proved their serviceability then and subsequently all over the world, and as recently as the latter part of 1928 two of these tugs brought the pontoon for the large Admiralty Floating Crane from Britain to Singapore.

"In view of the above, and knowing also that the majority of large and successful tugs such as the Liverpool tugs, the London tugs, and the Dutch as well as the large fleet of the Clyde Shipping Company, knowing also that a very large proportion of the mercantile shipping of the world is equipped with single screws and manages to manoeuvre in narrow and congested harbours without mishap, it would appear that some other reason exists for the difficulty which is stated to have been experienced with the 'Kau Sing'."

(II.)—"After much consideration the 'Kau Sing' was evolved, her design is practically identical with the competitive design approved of by the Admiralty and Home experts for a very large number of tugs built during the war for going alongside vessels in the open sea which had been torpedoed, rescuing the crew and passengers and, if possible, towing the vessel to safety or shallow water. These tugs were a great success and were the means, in expert trained tug masters' hands, of saving many lives and vessels from becoming total losses, and were generally endorsed as being the best that could be evolved, on account of their being easily handled by an expert in all weathers, also their exceptional towing power. During the typhoon blow of September 27, 1926, the 'Kau Sing' performed her first good service, towing many craft to safety and generally being received with acclamation by press and public."

"The Shanghai Tug & Lighter Company purchased one of these rescue tugs (same as 'Kau Sing'); after experience with the first one they followed up by buying two more; these tugs are in regular use for towage and salvage and, in spite of the conditions in Shanghai river, handle admirably."

"The Naval Yard in Hong Kong have two, and these also, we understand, give first class service at docking vessels and towing."

"When the steamer 'Tjileboet' stranded on Ling Ting Island on April 5, 1927, in heavy weather and in a dangerous position for approaching on account of the surrounding rocks, the single screw tug 'Wanchun' successfully, during several trips, went alongside the wreck and transferred about 1,400 passengers to other vessels lying in shelter. The manner in which this single screw tug was handled by an expert tug master brought most favourable comment from Naval and other officers present."

**A Mistaken Idea**

(III.)—"There is a mistaken idea that a single screw tug does not manoeuvre well, but a single screw vessel of this length with good rudder area is, if anything, better than twin screw, as instance the Naval Rescue type tugs."

(IV.)—A Tug Master with many years' continuous experience in Hong Kong Harbour on a twin screw tug states:—

"Small craft will always range and sheer considerably when at anchor in a strong wind and in a typhoon would require to go ahead on their engines to prevent dragging.

"During the typhoon conditions large Ocean steamers also River steamers sheer and range considerably and they too have to use their engines to prevent dragging.

"I should think that the 'Kau Sing' would manoeuvre easier if put on an even keel. The 'Saint' class about the same size and tonnage seem to manoeuvre without any difficulty. Even with twin screws and with a strong wind force 6-7 I have had to let go an anchor when putting a ship to a buoy to keep the tug's head from falling off, being unable to do so with the screws. All boats with a high superstructure are very difficult to handle in a strong wind whether they have single or twin screws.

"I think that if there was an experienced Master permanently on the 'Kau Sing' this would help as it would give the Officer an opportunity to know his vessel."

**A Naval Opinion**

The Chamber is indebted to Commodore R. A. S. Hill, R.N., for the following note as to how the two Naval Yard single screw tugs handle:—

"These craft were built as ocean rescue tugs, i.e., for towing vessels damaged by mine, torpedo, etc., for which purpose a single screw is preferable.

"The Tug Masters state that they, personally, prefer single screw for the harbour work on which they are normally employed in Hong Kong.

"They were unable, owing to lack of experience, to give an opinion on the subject of Diesel versus steam power."

**(B) Qualifications of the Navigating Officer**

On the question of the qualifications of the navigating officer of the tug, the experts state:—

(I.)—"Due to the ever ranging conditions of wind, sea, tides and currents, to the many conflicting requirements of work for almost any type of vessel, ship design is always a matter for compromise and the art of seamanship must always supplement that of design, the more so as the services are more and more conflicting.

"Tug boat work is seamanship of a highly specialised kind requiring both 'the gift' and experience. The arrangement which obtains at present of sending off one of the Harbour Office officials in temporary command of the 'Kau Sing' as occasion arises is neither fair to the Master nor to the vessel, and before she is to be regarded as unsuitable she should be continuously employed for a period of at least twelve months under the command of a Master who has had experience of handling small high powered vessels under such conditions as are to be found in and outside Hong Kong Harbour.

(II.)—"As regards the handling, the whole question hinges on the man who is trying to handle the tug. It is perhaps not generally understood that a good tug master is a man who is specially trained as such, coupled to a natural aptitude. Having a deep sea master's, or master's B.O.T. certificate does not make a man a tug master; many of the most expert tug masters at Home do not hold such a certificate.

"With no idea of disparaging the boarding officer who takes charge of the 'Kau Sing' in typhoon weather, can it be expected that it is possible for him to be able to handle the craft with, may be, a week's experience per year? Tug masters handle their craft daily, and were such employed, and the 'Kau Sing' used more frequently to keep his hand in, there would be no question as to his ability in handling."

**(C) Diesel or Steam Power**

On the question of "Diesel" or steam power, the experts state:—

(I.)—"The Sub-Committee probably would not agree with the proposal to substitute Diesels for steam engines in a vessel of this type. Briefly the disadvantages of the Diesel for this work are:—

(1) Lack of flexibility.
(2) Lack of static torque.
(3) Starting off at almost full power which would involve great risk of breaking tow ropes.
(4) Higher rate of revolution with consequently smaller propeller—an undesirable feature in a Tug."

(II.)—"Had the 'Kau Sing' been fitted with Diesel engines, single or twin, the ability to handle in either case would have been much diminished, as at that time, and still, Diesels do not handle as well as steam engines, and having ample time for raising steam after the typhoon signal was received, there was no excuse for taking the risk of Diesel failure.

(IV.)—"Motor engines have reached the stage where they can be considered quite reliable under normal working conditions, but it must be remembered that they are more or less untried under typhoon conditions in small craft with very little free-board.

In the operation of these engines, a great deal of intake air is used which must be dry and free from moisture, which would be very difficult to secure under these severe condition; it would also be necessary to have in charge a properly qualified Diesel engineer; this would be more costly than at present with steam."

**Praise from the Harbour Master**

In conclusion, it is interesting to note that the Harbour Master himself is quoted (in the "Hong Kong Daily Press" of September 28, 1926) as expressing the opinion that the "Kau Sing" had justified her existence as a rescue tug. During the typhoon of September 27, 1926, the "Kau Sing" pulled off the "Sui Tai" which was partially beached on Stonecutters, and piloted the ship to a safe anchorage. During the same typhoon, thirty-four boat people were rescued by the "Kau Sing" from junks which had capsized in the Harbour.

The Harbour Master was interviewed and stated to the Press representative:—

"I am very pleased with what the 'Kau Sing' has done. She has certainly justified her existence, in spite of the fact that she is a bad boat to handle. Her new master is getting more and more used to her as he gains experience in her handling. She will, however, always be a bad boat to handle by reason of being a single screw vessel. I am, however, very pleased she was able to rescue 34 lives saved during the middle of the storm, and was also able to pull off a distressed steamer."

The local Press also, at that time, commended in enthusiastic articles and headlines the work accomplished by the tug.

**Appreciation in the Legisaltive Council**

The appreciation of the Chinese community was voiced by Sir Shou-son Chow in the Legislative Council Budget debate on November 4, 1926, when the Senior Unofficial Member representing the Chinese community said:—

"May I, on behalf of the Chinese Community, lay emphasis on the appreciative comments of the Hon. Senior Unofficial Member on the good work done by the Harbour Department? On July 22, when the typhoon was at its height, the Government tug 'Kau Sing' rendered assistance to the 'Pawnee' which had broken adrift from her moorings, and to the s.s. 'Confucius' which had grounded in Kowloon Bay. Again, in the typhoon of September 26 it towed to safe anchorage the 'Sui Tai' which had dragged her anchor. It also stood by the 'Tangistan' and 'Milton' which had come into collision. Subsequently it picked up 35 person from junks. The Chinese Community is most grateful to the master and crew of this vessel for its splendid work, and, to the Harbour Master for the prompt action he took in connection with the rescue work.


PLEASE DON'T WASTE WATER


## PORT OF ADEN

**DECLARED INFECTED WITH SMALL-POX**

London, Yesterday.

The port of Aden has been declared infected with small-pox from June 30.—Reuter.

## MOVEMENTS OF STEAMERS

The B.I. s.s. "Santhia" will leave Amoy for this port on July 4, p.m., and is due here on July 5, p.m.

The P. & O. s.s. "Kashgar" left Shanghai for this port on July 2 at 3.30 p.m., and is due here on July 5 at about 5 a.m.

The C.P.S. R.M.S. "Empress of Asia" arrived at Manila on July 4 (Thurs.) at 7 a.m., leaves Manila on July 5 (Fri.) at 4 p.m., and is due at Hong Kong on July 7 (Sun.) at 9 a.m.

## CONSIGNEES' NOTICE

Consignees of cargo ex s.s. "Benvrackie" are reminded to take delivery of their goods which will be subject to rent after July 11.

## HONG KONG TIDE.

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kaulung tidal observatory under the direction of Dr. Doberck during the years 1887, 1888 and 1889.

The times and heights are given for Kaulung; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high-and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

June 28 to July 4, 1929.

| Date | High Water Standard Times | Ht. | Lower Water Standard Times | Ht. |
|---|---|---|---|---|
| Fri. 28 | m 3 14 | 3.7 | m 5 6 | 3 6 |
| | 6 20 a | 6.2 | 8 34 a | 1.4 |
| Sat. 29 | m 3 50 | 3.9 | m 6 24 | 3 7 |
| | 1 23 a | 5.7 | 9 20 a | 1.7 |
| Sun. 30 | m 4 22 | 4.3 | m 8 21 | 3.7 |
| | 2 49 a | 5.2 | 10 6 a | 2 0 |
| Mon. 1 | m 4 52 | 4.8 | m 10 32 | 3 3 |
| | 4 26 a | 4.8 | 10 50 a | 2.3 |
| Tues. 2 | m 5 23 | 5.4 | 0 3 a | 2.6 |
| | 5 54 a | 4.4 | 11 31 a | 2.5 |
| Wed. 3 | m 5 57 | 6.1 | 1 16 a | 1.8 |
| | 7 9 a | 4 2 | | |
| Thurs 4 | m 6 33 | 6.7 | m 0 11 | 2.7 |
| | 8 18 a | 4.1 | 2 11 a | 1.0 |


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| | |
|---|---|
| Pres. Taft .....Tues., July 16 | |
| Pres. Jefferson ..Tues., July 30 | |
| Pres. Lincoln ..Tues., Aug. 13 | |
| Pres. Madison ..Tues., Aug. 27 | |

To Seattle and Victoria
*The Short, Straight Route to America*
Fortnightly sailings on Tuesdays 11 a.m.

| | |
|---|---|
| Pres. Jackson ..Tues., July 9 | |
| Pres. McKinley .Tues., July 23 | |
| Pres. Grant ....Tues., Aug. 6 | |
| Pres. Cleveland .Tues., Aug. 20 | |

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| | a.m. | | a.m. |
|---|---|---|---|
| Pres. Johnson | Sun. July 14, 8 | Pres. V. Buren | Sun. Aug. 25, 8 |
| Pres. Monroe | Sun. July 28, 8 | Pres. Garfield | Sun. Sept. 8, 8 |
| Pres. Wilson | Sun. Aug. 11, 8 | Pres. Polk | Sun. Sept. 22, 8 |

## TO MANILA

| | | | |
|---|---|---|---|
| Pres. Taft | July 6 6 p.m. | Pres. Grant | July 30 6 p.m. |
| Pres. McKinley | July 16 6 p.m. | Pres. Lincoln | Aug. 3 6 p.m. |
| Pres. Jefferson | July 20 6 p.m. | Pres. Cleveland | Aug. 13 6 p.m. |

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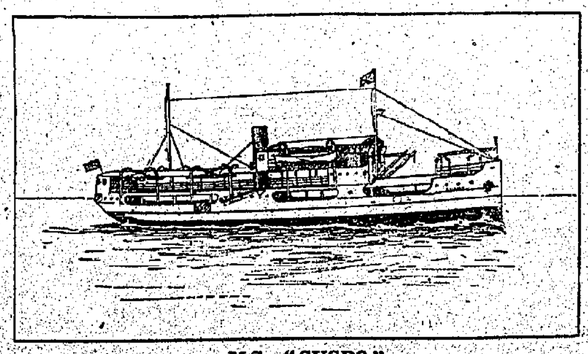

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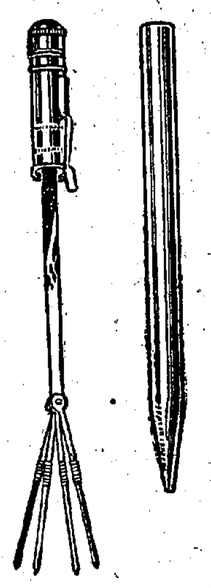

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Hong Kong, Thursday, July 4, 1929.

## MONEY THE BASIC EVIL

While other considerations have intervened to bring about an impasse in the present effort to straighten the political puzzle in North China, we have after very careful study arrived at the conclusion that money is the basic evil. That eminent authority, Mr. J. O. P. Bland, has pointed out that the extermination of the Kwangsi faction and the checkmating of Feng Yu-hsiang, the "Christian General," are not steps toward the further consolidation of authority under the National Government. These developments have only removed obstacles in the way of Marshal Chiang Kai-shek. If at all, his hands are strengthened. And, as Mr. Bland rightly says, Chiang Kai-shek has been able to encompass rivals, existing and potential, solely because he has control of the nation's purse strings. The collapse of the Kwangsi faction was assured by a series of payments for surrender of nominally antagonistic commanders, of which sums we know the first to have been $200,000. These were merely the proverbial drops in the ocean. General Tang Sengchi is believed to have received $2,000,000 to stage his comeback and retrieve his troops from the now defeated Kwangsi leaders. Han Fu-shu is popularly said to have got $6,000,000 with which to pay for the turnover from his chieftain, Feng Yu-hsiang.

General Yen Hsi-shan, much as he desired peace at any price, could not help being involved. Hemmed in strategically, he would have been a certain loser if hostilities had eventuated. Therefore he strove might and main for compromise. Apparently, he has induced Feng Yu-hsiang to bow to the inevitable and consent to exile. Whether as a sign of good faith, or as part of the bargain, or, alternatively, in company with Feng Yu-hsiang with a view to a possible allied return in the future, he has insisted on leaving China as well. His going will not suit Chiang Kai-shek at all, much as the latter desires Feng Yu-hsiang to be out of the way. And this is a point which perplexes the majority of foreigners. The question asked is why, if Chiang Kai-shek wishes to eject other "big" leaders to give himself a clear field, does he plead with Yen Hsi-shan to remain. The answer is simple in the extreme. Yen Hsi-shan has never been an aggressor. In a necessarily narrow sphere of selection, he is best fitted to take over responsibility in the North and North-West of China Proper, a task bristling with onerous and dangerous duties because Chiang Kai-shek has the revenue and Yen Hsi-shan has not. Chiang Kai-shek does not want the job of administering Feng Yu-hsiang's territory; and he thinks Yen Hsi-shan can do it for him. Yen Hsi-shan naturally dislikes the prospect and takes the line of least resistance, which is resignation and a journey abroad. By utilising lavishly, as far as he can, the income of the National Government (including the Customs revenue and many productive taxes), Chiang Kai-shek has retained the support of all whom he desired to employ and has bought over others as a matter of expediency. But he cannot go on doing so for ever. The bloodsuckers who persistently avow their loyalty to him will cease doing so when there is no more money forthcoming. Then they will, more or less in unison, demand the exile of Chiang Kai-shek as well. And so the old game will go on because old methods are followed. Tuan Chi-jui, as head of the Anfu Party, did the same and became very strong. When he was squeezed dry, Wu Pei-fu (with Tsao Kun as the figure-head) led a combination which speedily overthrew the Anfu-ites. Some say that the crisis, consequent on the cessation of largesse, must come within a year if not sooner. It is difficult to estimate a period because circumstances governing the outgoing of money may change from day to day. An essential, however, which we anticipate might postpone but not prevent the day of reckoning, is that the malcontents must have a ready-made successor to carry on as grand paymaster. We see no such man at the moment, but, money being the basic evil, we confess to a pessimistic outlook on an altogether depressing subject which we have reluctantly analysed in the way we have done.

### The "Glorious Fourth"

The most glorious thing nowadays about the "Glorious Fourth"—which, of course, is the American national holiday—is that it is devoted exclusively to a display of the spirit of fraternity and hospitality on the part of our American friends chiefly with the British. The independence that was declared 153 years ago (1776) has led to the evolution of a great nation for whom the British—one with them in language, traditions and in many other ways — have very great respect and admiration. More clearly is it being realised by both Americans and Britons that the stronger the bonds that link them and the more they co-operate in the noble work of progress the better will it be for the world in general. The Anglo-American outlook on matters moral and utilitarian has long since been regarded as being sound to the core. Their practical idealism is such that its adoption cannot but make for the betterment of the world generally—and that and nothing less is its ultimate object. Both nations have many difficulties to overcome in their endeavours to create a general uplift throughout the world, but in unity of action, in mutual respect and admiration, in hearty and helpful co-operation they can do much. For their own sake and the sake of the world generally, may that spirit of co-operation be more and more manifested as time passes.

## TO-DAY'S CENTENARY

### A HUNDRED YEARS OF BUSDOM IN LONDON

PAGEANT OF VEHICLES

The centenary of the London omnibus, it is reported, will be celebrated by a pageant of the various vehicles that since July 4, 1829, have transported passengers from one part of the metropolis to another. Nothing, indeed, could give a more graphic picture of the tremendous change—not only in the means of locomotion, but in social habits—than such an historical dumb show, which will not doubt also include passengers appropriately habited.

It is a curious fact that so terrestrial a contraption as the first horse-drawn bus, which astonished and even shocked the Londoner a century ago, should owe its origin to a sailor; but it is a still stranger fact, perhaps, that George Shillibeer, the ex-naval coach builder, who introduced that seven-day wonder to London from Paris, should have had to engage as conductors two naval officers versed in the mysteries of colloquial French and dress them in the habiliments of the sea, in order to save his enterprise from foundering during the first weeks of its inception.

The chief business of these gallant seamen was to attract the more venturesome poke-bonneted and crinolined damsels who, a chronicler of that time tells us, were very eager to take joy rides, during which they could not only improve their French, but could do so in a way that must have been pleasant both to the conductors and their charges. It is necessary to state, however, that as soon as the bus became more popular the nautical conductors were replaced by the less genteel "cads," who knew no French and whose English was not only robust, but very often strengthened by action that soon gave them a rather unfortunate reputation which still survives with their name.

Another curious feature of the primitive bus (we are reminded by the "Christian Science Monitor") was the provision of a small library to help the passengers beguile the tedium of the journey, but this practice, too, was soon discontinued, owing to the common human failing for borrowing books and then forgetting to return them. But by that time the bus had become firmly established, and with its development throughout the last century to the present day a gradual change has taken place in the reputation of the bus conductor, who, along with the policeman, is now regarded as one of the most likeable types.

---

Mr. T. M. Hazlerigg sat on the bench in the First Court, at the Central Magistracy, together with Mr. E. W. Hamilton this morning. It is understood that from Monday Mr. Hazlerigg will act for Major C. Willson, O.B.E., in the Second Court. Major Willson is at present acting as assistant Superintendent of Victoria Jail vice Capt. H. F. Bloxham, on leave.

---

The Police branch of the M.C.L. is holding a ladies' whist drive at the Helena May Institute on Thursday, July 11, at 3.30 p.m.

---

Mr. G. E. Brown arrived from Kobe by the "St. Albans."

## K.O.S.B. CONCERT

### PROGRAMME FOR MURRAY BARRACKS THIS EVENING

"ALOHA SERENADERS"

The 2nd Bn. K.O.S.B. are holding a concert in the Boxing Ring at Murray Barracks to-night at 9 o'clock.

In addition to the full Band and Pipes the "Aloha Serenaders" have kindly promised to contribute two items to the programme, which is as under:—

1. March, "Florentina" .....Fucik
2. Reminiscences of the Plantation Chambers
3. March, "Lochan Side" (Pipe Band) .....Traditional
4. Piccolo Solo, "The Deep Blue Sea" ..Brewar
5. The Aloha Serenaders.
6. March, "Mist Covered Mountains," Slow March, "Paardeberg," Traditional Strathspey, "Thick Lies the Mist," Reel, "The Wind that Shakes the Barley" (Pipe Band),
7. Selection, "The Shamrock," Myddleton
8. March, "The Barren Rocks," (Pipe Band) ....Traditional
9. A Dervish Chorus in the Soudan Sebek
10. The Aloha Serenaders.
11. Fox Trot, "I Ain't Never Been Kisses", "Blue Bonnets O'er the Border", Gilbert. "God Save the King,"

Conductor: Mr. W. H. Fitz-Earle, A.R.C.M.

## DEPORTATION?

### CHINESE GOVERNMENT'S REQUEST TO THE U.S.A.

JOURNALIST OFFENDS

Nanking, Yesterday.

The Foreign Ministry has sent a Note to the American Legation at Peking requesting the deportation from China of Mr. Hallett Abend, Peking correspondent of the "New York Times."

The Note charges Mr. Abend with "deliberate fabrication" in stating in the "New York Times" of April 25 that General Chang Hsueh-liang of Manchuria had declared that the Chinese nation had been betrayed by the present Nanking leaders, who are "rotten to the core."

The Note states that Chang Hsueh-liang has categorically denied that he ever made such a declaration. It proceeds to say that clippings collected during the last eight months "unequivocally show malicious intent" on the part of Mr. Abend, "unfairly and unjustly to discredit and ridicule the Nationalist Government and officials."—Reuter.

## JAPANESE CRISIS

### THE MINSEITO CABINET WELCOMED

NOTE OF WARNING

Tokyo, Yesterday.

The vernacular papers are unanimous in welcoming the Minseito Cabinet as the natural successor to the Seiyukai though the welcome is tinged with warning against undue enthusiasm.

The "Jiji," while pleased at the choice of Baron Shidehara as Foreign Minister, whom it believes best suited to carry out a successful China policy, thinks some other portfolios might have been better filled.

The "Nichi Nichi" specially welcomes the inclusion of General Ugaki, who is generally considered a valuable asset owing to his liberal-mindedness, integrity, ability and knowledge of Chinese Affairs.

Both the "Asahi" and "Kokumin" advise the Government to carry out the immediate dissolution of the Diet for the purpose of seeking a majority in the Lower House, but the probability appears to be that the Government will wait till the end of the year, when the Diet assembles in session.—Reuter.

## DUTCH POLITICS

### GENERAL ELECTION IN FULL SWING

GOVERNMENT RESIGN

The Hague, Yesterday.

Without awaiting the result of to-day's election of the Second Chamber, the Government has resigned.

Fine weather has favoured the polling. Proportional representation will delay the announcement of the result. There are 20 to 30 Parties. Voting is compulsory and the suffrage universal at 25.

The impression prevails that the Social Democrats will be slightly advanced, the Catholics remain stationary and the "Right" Parties receive a set-back.—Reuter.

## PRESS IN PROTEST

Shanghai, Yesterday.

All newspapers in Soochow have suspended publication as a protest against the censorship now being exercised by the Kuomintang's propaganda bureau. The civil and the military authorities at Soochow are supporting the Party.—Nan Chung Kuo News Service.

---

The Police Branch of the M.C.L. is holding a ladies' Whist Drive at the Helena May Institute, Garden Road, on Thursday, July 11, at 3.30 p.m. Entrance fee, inclusive of tea, $1.

## *P'RAPS— P'RAPS NOT!*

An Aberdeen tailor is advertising "Suits without pockets."

* * *

Wife (of famous actor, on motor tour): I think it would be policy to pull up, dear.

Famous Actor: Why, what's the matter?

"It's a policeman with an autograph book."

* * *

Magistrate: Did you call the accused a rogue and a thief?

Witness: I did.

"And did you call him a liar and a cad?"

"No, your Worship, I didn't—a man can't remember everything."

* * *

It was a casual acquaintanceship. The two men had met in the park. Suddenly one of them sighted two women coming along.

"Ah," he said, "here comes my wife with some old hag she's picked up."

"Fancy that now," said the other; "here comes mine with another."

* * *

Fair visitor: So you have really decided not to sell your house?

Fair hostess: Yes. You see, we placed the matter in the hands of an estate agent. After reading his lovely advertisement of our property, neither John nor I could think of parting with such a wonderful and perfect home.

* * *

The girl lion-tamer at the circus beckoned to a big lion. It came and took a piece of sugar out of her mouth.

"Why, I could do that trick," cried a young man in the front row.

"You!" retorted the lady performer.

"Yes," retorted the eager young man. "Just as well as the lion!"

* * *

"But surely," said the haughty passenger, "if I pay the fare for my dog he will be treated the same as other passengers and be allowed to occupy a seat?"

"Of course, madam," the guard replied politely, "provided he does not put his feet on it."

* * *

Father: So you've already begun to find that married life has its troubles?

Daughter: Yes. Ted's a dear old thing, but sometimes he won't listen to reason.

"He ought to be ashamed of himself. Not every married man has the chance."

* * *

Magistrate: You are charged with striking this young lady. What have you to say!

Young Man: Well, she asked for it.

"How is that?"

"She asked me to fetch her a wrap, and I did."

* * *

Peter (aged six, in sweetshop): "How many of those sweets do I get for a penny, please?"

Assistant: "Oh, six or seven."

"I'll have seven, please!"

* * *

Elizabeth and her friend, Ann, were looking at an illustrated volume with pictures of the war. Suddenly a discussion arose and Elizabeth ran to her mother.

"Mummie, Ann says that when daddy was fighting in the Great War, I was up in Heaven. Is it true?"

"Yes, darling."

Elizabeth turned round and regarded her contemporary silently. Then she remarked slowly:—"I don't remember seeing you there, Ann."

* * *

(A medical writer pleads for the utmost care and control of sneezing.)

In those glum influenzal days,
When I, with dumbbells, jerks, and such,
Contrive resistance so to raise,
As will defy the microbe's touch,
I frown upon the thoughtless wight
In restaurant, carriage, lift, and street
Who dares to cast to left and right
The germs I strive so hard to beat,
My glowing health, which I'm so pleased at,
Is not exactly to be sneezed at!

—W. S. L. in the "Daily Chronicle."

## HELPFUL (?) HINTS TO HOUSEHOLDERS

1ST HINT—ON BATHS

In the morning, when you wake,
Fain your daily bath to take.
*Don't You Dare* to fill the tub
For that early morning scrub:
Simply get a gold-flake tin:
Pour a little water in;
Wet a handkerchief in that
(Two if you are very fat)
Rub yourself from top to toe
Till you feel a lovely glow
Then—as clean as any lamb—
Off you go to catch the tram.

Acwo.

Hong Kong, July 4, 1929.

## GLORIOUS FOURTH

### INDEPENDENCE DAY IN HONG KONG

### AMERICAN CLUB "AT HOME"

The "Glorious Fourth" or Independence Day was observed to-day, as usual, by citizens of the United States of America resident in Hong Kong, as is done all over the world.

Only a gunboat, the U.S.S. "Mindanao," was in port but she carried out her part in the celebrations in time-honoured custom and units of the Royal Navy in port also dressed ship in honour of a friendly Power.

The American Club in Duddell-street was the scene of a reception given by the American community to their friends. Not only was the club packed but, shortly after 11.30 a.m., visitors, including ladies, had to queue up to wait for the lift at the entrance to the building.

Hospitality was dispensed and among those noticed being entertained by the staff of the U. S. Consulate-General and the American hongs of the Colony were Lady Clementi, M.B.E. (wife of H. E. the Governor) who was accompanied by Captain A. J. L. Whyte (Private Secretary), Mrs. W. T. Southorn, the Hon. Sir Henry and Lady Pollock, honorary members of the Executive and Legislative Councils, the Consular Body, officers of the Royal Navy, the Army, the U.S. Navy, and local residents.

## "TALKIE" FILMS

### IMPORTANT "ALL BRITISH" COMPANY FORMED

### MOVIETONE REELS

London, Yesterday.

A new company, styled the British Movietone News Company, is now being formed which will give a wholly British character to the British Movietone News Reel recently launched in London by the American Fox Film Company, which filmed the "Talkie" of the new Labour Cabinet.

The majority of the Directors will be British, the technical staff will be entirely British and and most modern journalistic methods will be employed.

The importance of the new development lies in the fact that all the British talking news films, circulated throughout the world by the Fox Company, will be supplied by this All British Company.—Reuter.

## FLOODS IN KOREA

### MANY PEOPLE DROWNED AND MISSING

### CONTINUOUS RAINS

Tokyo, To-day.

Twenty-five persons have been drowned while several are missing and many houses flooded and washed away in Keishonando province, Southern Korea, owing to the continuous rains of the past week.—Reuter.

## CHINESE CUSTOMS

### VILLAGE ELDER CALLED TO GIVE EVIDENCE

Expert evidence was given yesterday at the Kowloon Court by a village elder concerning the Chinese matrimonial customs when the hearing was continued of the case in which a Chinese woman at Shamshuipo summoned her husband for maintenance.

An elder from Lung Kong village, in Waichow district, said that according to Chinese customs a wife could not leave her husband without his consent or the consent of his family. If she did she forfeited her rights as regards maintenance. However, if she left with her husband's consent she was entitled to be maintained by him.

After further evidence the case was adjourned.

Mr. J. M. Hall is appearing for the defence.

## WOMAN DEFRAUDED

### DECISION IN WATCHMAN'S CASE RESERVED

Remarking that the probabilities of the case would need careful consideration, Mr. E. W. Hamilton yesterday afternoon reserved decision in the case in which two Chinese employed as bailiff's watchmen at the Supreme Court were charged with obtaining $39 from a Chinese woman, living in Kamwah-street, Shaukiwan, against whom a distress warrant for arrears of rent was held.

The defence, as submitted by Mr. F. X. d'Almada and Mr. F. H. Loseby, alleged that a fellow tenant of the woman, a man named Lam Ping, who is missing, was wholly responsible for the fraud, with which the accused were not concerned.

---

We regret to learn that Major Price-Williams, Brigade-Major of the Shanghai Area Command, has been taken to hospital suffering from pneumonia, says the "N. C. Daily News."

The Queen of Holland and the Prince Consort recently arrived at Berne. The Queen was proceeding to the health resort of Montana.

## PARLIAMENT

(Continued from page 1.)

**Migration**

He had said little about migration within the Empire because he believed that was a problem to be negotiated on the spot. He proposed visiting Canada during the recess to discuss the whole question.

**Opposition Comment**

Mr. Churchill characterised many of the outlined schemes as attractive and useful and said that while the Conservative Party would look into them with great attention and examine the financial basis on which they rested he did not think any serious difficulty would arise between the Government and the Opposition upon the general condition of treating the unemployment problem.—British Wireless Service

**What the Conservative Expect**

Mr. Churchill said the Conservatives would except the Government to submit a motion of confidence early in 1930 in order that the House might review and vote upon the political situation then.

Referring to the amendment of the Trade Disputes Act, Mr. Churchill predicted that the House would not permit a return to the old vicious pre-Act conditions.

Referring to electoral reform, Mr. Churchill said the Conservatives would not combine with Labour in any endeavour to extinguish the Liberals. An amendment to the Address would also be moved dealing with Safeguarding and the McKenna Duties. He demanded an early announcement as to whether the Government intended to cancel them.

**Opposition's Threat**

Mr. Churchill concluded by saying that there was no reason why the Government should not enjoy a lengthy tenure of office while they were content to administer and fortify the Capitalist system of civilisation, but the moment they attempted to carry out the fallacies upon which their Party was built up they would be swept out of office.—Reuter.

**The Liberals' Views**

Mr. Lloyd George (Liberal leader) thought the Government ought to have sketched a bolder unemployment scheme. He hoped that the MacDonald-Dawes conversations would not merely yield an agreement as to limiting cruisers. They wanted the abolition of submarines. He deprecated the opening of disarmament discussions with a single other power, which might mean facing the remaining powers with an accomplished fact. Moreover, the fringe of disarmament would not be touched until drastic reduction in land armaments was secured on the Continent of Europe.

He paid a tribute to the policy as to the evacuation of the Rhineland, safeguarding industries, slum clearance, revision of the Pension Act, examination of the electoral question, and emphasised that the Liberals would do their utmost to ensure that the 5,000,000 citizens they represented secured electoral redress.

**"Left Wing," Disappointed**

Mr. Maxton (Labour, Bridgeton, Glasgow), representing the "Left Wing" said he was disappointed with the King's Speech and Mr. Thomas's statement but promised support provided the Government would see that no unemployed man, wife or child went in dread of starvation and insult.

**Money for Utility Works**

Mr. George Lansbury (First Commissioner of Works), said the credit advanced by the Government for public utility works would be dealt with by a committee of responsible business members.

The House then adjourned.—Reuter.

**Opposition Active**

In the House of Commons, the Opposition made itself felt immediately the House opened, when Mr. MacDonald moved that the Government take up all the private members' time till Christmas with a view to getting on with the essential business, particularly unemployment.

Mr. Baldwin, whom Mr. Lloyd George strongly supported, protested that the time was too long and said that till the end of July was sufficient.

Mr. MacDonald withdrew his motion with a view to amending it.

Mr. Churchill then protested against Mr. MacDonald's suggestion that the time was enough.

**The Budget**

To-morrow Mr. Snowden will reply to a question about the Budget.

Mr. Snowden said he would not object to giving the desired information and immediately announced that he would not proceed with the second part of Mr. Churchill's budget which Mr. Churchill had purposely left for embodiment in a second Finance Bill and which he proposed to substitute for the Betting Tax (repealed) a tax on bookmakers' telephones and totalisator duty. He also proposed to reduce certain liquor license duties.

Mr. MacDonald, in moving the motion (mentioned earlier) announced that the House of Commons would adjourn at the end of July for the Summer Recess and that the session would last till July, 1930. A number of Bills would be passed before the July adjournment, including two for the operation of big unemployment schemes and one extending the operation of the Housing Subsidy.

**Conservatives' Amendment**

The official Conservative amendment to the Address will be moved on July 8.

It states that the Government's failure to make a plain declaration with regard to safeguarding and analogous duties for the maintenance of imperial preference, creates a condition of uncertainty prejudicial to trade and employment.—Reuter.

## KING'S SPEECH

### FAVOURABLE LONDON PRESS COMMENT

### AMENDMENT SPEECHES

London, Yesterday.

Press comment on the King's speech reflects the spirit which characterised the reception accorded Labour's victory at the polls, namely, "Give them fair play, and a chance to work out a policy."

The "Daily Herald" says the programme is a very good beginning in the vast task of rebuilding which faces Labour, but is only a beginning.

The "Daily Mail" says it is an ambitious programme, but the wording inspires a hope that the Ministers will look before they leap.

The "Morning Post" "gratefully acknowledges" that it is not such a profession as we should expect from a Socialist Cabinet."

The "Daily Express" says the speech is mainly negative and national judgment remains in suspense; while the "Times" says the document as a whole will raise little contention.

**"Regrets"**

In the amendments to the Address Brig-General Sir H. Page Croft (Cons.), regrets that the King's speech does not mention the extension of safeguarding, which is the most effective solution of unemployment.

Mr. Macquisten (Cons.), regrets the proposal to repeal the Trade Disputes Act in view of the industrial peace it ensured.

**The Extremists**

The I.L.P. members, Messrs. Maxton, Fenner Brockway, Kirkwood, Wise, Wheatley, Stephen and Miss Jennie Lee, demand nationalisation of the key sources of economic power, namely, banking, the importation of foodstuffs, raw materials, supplies of industrial power, transport, and land.

**Singapore Base**

The Liberal, Mr. George Lambert, demands the cessation of the construction of the Singapore, Base, which he says flouts the Kellogg Pact.—Reuter.

---

About 200 persons serving terms of imprisonment will benefit by an amnesty proclaimed in Bulgaria on the occasion of the Orthodox Easter.

## ROUND THE CINEMAS

### JOHN BARRYMORE'S FINE PICTURE

### "ETERNAL LOVE"

John Barrymore appears in another striking role in "Eternal Love," which will be shown from to-day to Saturday at the Queen's Theatre.

The new picture presents Barrymore in the role of a Swiss—an Alpine mountaineer and daredevil, an uncouth hunter whose love affairs are the talk of the country. He and his sweetheart, the slender German blonde, Camilla Horn, who played opposite him in her first American made release, "Tempest," marry—but not each other—and what happens then makes an intensely dramatic story.

To design the sets and costumes for the Barrymore picture, the director brought from Berlin, Walter Reigmann, stage designer for many famous theatres, among them the Max Reinardt.

Among the supporting players are Victor Varconi, Hobart Bosworth, Mona Rico, Bodil Rosing, and Evelyn Selbie.

## 6,000 SINGLETS

### KNITTING FACTORY'S TRADE MARK INFRINGED

Mr. Eric S. C. Brooks yesterday made an application at the Kowloon Police Court for the delivery of 6,000 singlets seized by the Police as a result of a raid at No. 101 Canton-road recently, because the above quantity of singlets bore the infringed trade mark of the Tung Hing Knitting Factory. The princip tenant had been summoned, but he was discharged when it was discovered that the singlets belonged to two sub-tenants who had since disappeared.

In making the application Mr. Brooks produced two Chinese papers in which an advertisement had been inserted stating that unless claims were forwarded to the Kowloon Magistracy the singlets would be confiscated. No claims were received and the singlets were ordered to be delivered to the complainant.

## NO MANNERS

A small Chinese boy was this morning found in Mr. E. W. Hamilton's Court wearing his topee.

Magistrate: Bring that young man up.

To the boy: Why are you wearing your hat in Court?—No answer.

Do you go to school?—Yes.

Don't they teach you manners there?—Tears.

All right you can go now but don't do it again.

---

Sir Francis Morris, for 35 years a member of the Marylebone Guardians, was for the 21st time, re-elected chairman of the board.


## NEW ADVERTISEMENTS.

### WANTED

WANTED.—For outport European job printing establishment in full running order, competent senior works foreman of Portuguese nationality. Excellent prospects right man. Application stating age and complete list of positions held since apprenticeship till time of application together with copies of references to be sent to Box No. 610. All applications kept strictly confidential.

### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

ON
WEDNESDAY, July 10, 1929,
commencing at 2.30 p.m.
at their Sales Room,
Duddell Street.

A VALUABLE COLLECTION OF CURIOS.

Comprising:—
Ornaments, Bronze Incense Burners, 5-colour and 3-colour Vases, Bowls, Plates, Pots, Crystal, Agate, Coral and Jade Ornaments, Embroideries, Lacquer Cupboards, Chairs, Screens, Blackwood Joss Tables, Tea Poys, Opium Stools, Jardinieres, Brass Incense Burners, Chinese Hand Paintings, etc.

On View from Tuesday, July 9, 1929.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

Hong Kong, July 4, 1929.

### NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO', ANTWERP, LONDON & STRAITS.

The Steamship,
"BENVRACKIE"

Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 25th inst. or they will not be recognised.

All broken chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 10th inst., at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,

GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hong Kong, 4th July, 1929.


## Girls Have Rocky Ranch Camp

Left hand top inset: Dr. Harriett E. Cooke. Right hand top inset: Miss Mary E. Cutler. Centre: Lake Windermere Ranch Camp for Girls. Lower left: David Thompson Memorial Hall. Lower right: Walter Nixon, noted trail rider.

The Lake Windermere Bungalow Camp which was the first of its kind established in the Canadian Rockies will this year be transformed into a Ranch-Camp for girls under the direction of Miss Mary E. Cutler, of Minneapolis, and Dr. Harriett E. Cooke, of Chicago, who have had considerable experience in the management of such Camps and have selected this as an ideal spot for girls desiring an active outdoor life, combined with instruction in art. The staff includes instructors in riding, swimming and camp-craft, in addition to teachers of handicrafts and painting, and the course will include participation in the annual four-day cross country ride of the Trail Riders of the Canadian Rockies. Both Miss Cutler and Dr. Cooke have spent several summers in this region and are enthusiastic about the healthgiving value of ranch-camp life in these Alpine regions of Canada for the younger generation. They took part in last year's Trail Ride to the Lake of the Hanging Glaciers which is in the Lake Windermere district, and have engaged Walter Nixon, the well-known hunter and guide to supervise the trail riding expedition which will form part of the course in camp-craft for the girls. The Hon. Randolph Bruce, Lieutenant-Governor of British Columbia, has his summer home in the neighbourhood and is taking a keen interest in the movement.


Columbia New process RECORDS

The Best of The New Records

| | | |
|---|---|---|
| 9712 | The New Moon | Selection |
| 9596 | Virginia | " |
| 9595 | Lucky Girl | " |
| 9576 | Funny Face | " |
| 9526 | The Windmill Man | " |
| 9482 | Good News | " |
| 9418 | Lady Mary | " |
| 9389 | The Gipsy Baron | " |
| 9297 | Tom Jones | " |
| 9284 | Hit The Deck | " |
| 9270 | Oh Kay | Vocal Gems |
| 9267 | The Girl Friend | " |
| 9212 | The Desert Song | " |
| 9183 | Queen High | " |
| 9090 | The Student Prince | " |

The Anderson Music Co. Ltd.

DON'T ARGUE WITH HIM!

He is just in one of his irritable moods, and the best thing you can do is to bring him a bottle of

ALLSOPP'S
British Pilsener Beer

Watch how he cheers up!

CALDBECK, MACGREGOR & CO., LTD.
(Incorporated under the Companies' Ordinances of Hong Kong).
WINE AND SPIRIT MERCHANTS
ESTABLISHED 1864.
Prince's Building, Ice House St Tel. C. 75.

NEWLY ARRIVED

REAL HABANA CIGARS.

| | | | |
|---|---|---|---|
| HENRY CLAY: | | | |
| Panetelas | 25's | $9.50 | per box |
| Jockey Club | 25's | 9.50 | " " |
| Londres Finos | 25's | 7.75 | " " |
| Bouquet de Salon | 25's | 6.25 | " " |
| LA CORONA: | | | |
| Coronas | 25's | $21.50 | per pox |
| Half-a-Corona | 25's | 11.25 | " " |
| Celestiales Chicos | 25's | 10.75 | " " |
| EL AGUILLA DE ORO "BOCK Y CA": | | | |
| Excelentes | 25's | $8.25 | per box |
| Portenas Finas | 25's | 7.00 | " " |

TABAQUERIA FILIPINA
Asiatic Building, Queen's Road C.

TANSAN

received the highest award
A GOLD MEDAL
from a committee of critical judges at the
Anglo-Japanese Exhibition
which testifies to its excellency and purity.

Beware of bogus imitations. No Tansan is genuine unless the label bears the name of

J. CLIFFORD-WILKINSON.

Unrivalled as a drink. Mixes well with Wines, Spirits or Milk.

Tansan raises the spirits and excites sanguine anticipation, even as a flagon of wine exhilarated the monks of old.

For the good old friar of orders grey
Would have waived the flagon of wine away
And consoled himself as any man can
With bubbling, sparkling, cool Tansan.

Tansan can be obtained at all first class Hotels, Bars and Clubs in the Far East.

AGENTS:—
GANDE, PRICE & CO., LTD.
St. George's Building, Ice House Street,
Tel. C. 135. HONG KONG.

# TYPHOON MAP OF THE CHINA SEA

The Landsman's Handy Guide to Locating the Centre of a TYPHOON

Price 40 Cents.

NOW ON SALE AT THE PUBLISHERS

THE NEWSPAPER ENTERPRISE LTD.

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*Agents for:*— ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery.



ILLUSTRATED!
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A WEEK'S PAPERS IN ONE.

OVERLAND CHINA MAIL

SPECIAL COLOURED SUPPLEMENT
with PICTURES of all local events
is given in the
OVERLAND CHINA MAIL.

CHINA NEWS, LOCAL NEWS
and all the NEWS.

*The Weekly paper that saves you the trouble of writing Home.*

The number of orders from residents at Home received during the last few weeks is excellent testimony to the usefulness of the "Overland China Mail," the only weekly budget of news published in Hong Kong which has a special coloured picture supplement.

It is always in good time for the mail, via Suez; and it is very welcome. From time to time information is sought, just out of curiosity, as a matter of business, for social or personal and for many other reasons. Invariably it is looked forward to week after week by those ex-Hong Kong-ites or old China hands, and by the "folks" of those still sojourning out here.

Bear in mind, the "Overland" cannot be posted via Siberia as a newspaper, nor any other newspaper in Hong Kong as such. But if there is anything urgent, you can — as other people, and especially the Hongs have done — cut out what you require, paste it on letter paper, and send the matter as a letter or a part of a letter.

This week the "Overland" maintains its high standard of pictures, "local" and "China" news, articles, comment, etc. It is a criterion of something consistently good. It must, obviously, be better than a descriptive letter.

The Colony's water problem and the steps taken to solve it again occupy the position of prominence. And the "Overland" has a special article which sets forth Mr. C. J. Cooke's well-thought out scheme.

Another special is that by "A.H.C." on the fourth Pacific Science Congress, written for the benefit of the layman, and of profound interest — and amusement — to the whole world.

READY TO-MORROW

Mail via Suez closes at 10.30 a.m. on Saturday
and via Siberia at 3.30 p.m. on Friday.

SINGLE COPY ..... 25 Cents.
INCLUDING SPECIAL COLOURED
PICTURE SUPPLEMENT

[Sold on the streets and at the bookstalls or you can send your subscription to the office.—H.K., $13 per annum, or $15 including postage abroad, half-yearly quarterly, or specific periods pro rata.]

No. 3A, WYNDHAM STREET—PHONE C. 22.

"THE OVERLAND CHINA MAIL."


## DOG CHAIN BARRED

### CHINESE "BOY" GETS WORST OF FIGHT

NEIGHBOURS FALL OUT

The Sousas and the Marshalls, neighbours of Leighton Hill-road, Happy Valley, had been on friendly terms until recently, when two ladies of the respective families fell out, and they had not been on speaking terms since.

On June 14 William Roland Hill (15), the Marshall's nephew, came to blows with the Sousas's Chinese "boy" over their respective dogs fighting. The Chinese, who had the worse of the argument, attempted to strike young Hill with his dog-chain. Messrs. James and Alexander Marshall interfered, and the result was that they were yesterday afternoon summoned before Mr. E. W. Hamilton for assault. The first defendant said he just "tapped" the "boy," but the latter alleged he was hit hard.

After hearing evidence, Mr. Hamilton said it frequently happened in fight between boys that the losers used brickbats and other missiles to help themselves out. In this case the Chinese boy admittedly had the worse of it, and his Worship was satisfied that he did attempt to use the dog-chain on Master Hill. Therefore, the two defendants were entitled to interfere. The summons must be dismissed.

His Worship added that it was clear that there had been previous trouble between the two families, and possibly the Chinese "boy" knew about the trouble, and was carrying it on his own. Both he and Master Hill were told that they could have been brought up for disorderly conduct as the result of such fighting, and Mr. Hamilton impressed upon them the fact that there was in Court a Sergeant whose duty it was to weild a useful cane when necessary.

## ARMED ROBBERY

### RAID ON FAMILY IN A VILLAGE

A robbery, which occurred early this morning in the village of Hau Tau, has been reported to the Police by a villager, Lui Ming Loi, who states that while he was asleep with his wife and family, he heard a knock at the door.

As he was in the act of rising he noticed that seven men had entered the hut, one of whom was armed with a knife.

While the armed man kept him and his family silent, others of the gang stole from a jacket the sum of $25 in notes, and also a pair of ear-rings valued at $10 from the only woman occupant of the hut.

## A WEEK'S DISEASES

During the week ended June 29 the following cases of disease were reported:

| | Cases | Deaths |
|---|---|---|
| Small-pox | 2 | 1 |
| Diphtheria | 1 | 1 |
| Enteric Fever | 7 | 3 |
| Influenza | 2 | 2 |

All were Chinese except one Japanese case of enteric fever.

Another case of enteric fever (Japanese) was notified on Tuesday.

Yesterday another case of enteric fever (Chinese) was reported.

John Reginald Hudson, aged 22, of Grassholme, Stratford-on-Avon, was fined £10 and £5 costs at Marylebone for being drunk while in charge of a motor-car in Hamilton-terrace, St. John's Wood, N.W.

## MONEY AND SHARES

### TO-DAY'S QUOTATIONS

**On London—**

| | |
|---|---|
| Bank, wire | 1/11 ⅛ |
| Bank, on demand | 1/11 3/16 |
| Bank, 30 days' sight | — |
| Bank, 4 months' sight | 1/11 ⅜ |
| Credits, 4 months' sight | 2/- ⅛ |
| Documentary 4 months' sight | 2/- ¼ |

**On Paris—**

| | |
|---|---|
| On demand | 1197½ |
| Credits, 4 months' sight | 1272½ |

**On Berlin—**

| | |
|---|---|
| On demand | — |

**On New York—**

| | |
|---|---|
| On demand | 46⅞ |
| Credits, 60 days' sight | 48½ |

**On Bombay—**

| | |
|---|---|
| Wire | 129¾ |
| On demand | 129¾ |

**On Calcutta—**

| | |
|---|---|
| Wire | 129¾ |
| On demand | 129¾ |

**On Singapore—**

| | |
|---|---|
| On demand | 83½ |

**On Manila—**

| | |
|---|---|
| On demand | 94 |

**On Shanghai—**

| | |
|---|---|
| On demand | 82½ |
| 30 day's sight (private paper) | — |

**On Yokohama—**

| | |
|---|---|
| On demand | 105 |
| Gold Leaf, 100 fine (per tael) | — |
| Sovereigns (Bank's buying rate) | 10.00 |
| Silver (per oz.) | 23 15/16 |
| Bar Silver in Hong Kong | 2% dis. |
| Copper Cash | Nominal |
| Copper Cents | 3% Prem. |
| Rate of Native Interest | 7% p.a. |
| Chinese Sub. Coin | 29% dis. |
| Hong Kong Sub. Coin | Par. |

### LONDON EXCHANGES

| | London, Yesterday. |
|---|---|
| Paris | 123.975 |
| New York | 4.84 27/32 |
| Brussels | 34.92 |
| Amsterdam | 12.08 |
| Geneva | 25.21 |
| Milan | 92.675 |
| Berlin | 20.355 |
| Stockholm | 18.09 |
| Copenhagen | 18.205 |
| Oslo | 18.20 |
| Vienna | 34.495 |
| Prague | 163¾ |
| Helsingfors | 192⅞ |
| Madrid | 33.74 |
| Lisbon | 108⅛ |
| Athens | 375 |
| Bucharest | 818 |
| Rio | 5⅞ |
| Bombay | 1/5 25/32 |
| Shanghai | 2/4 |
| Buenos Aires | 47¼ |
| Hong Kong | 1/11⅛ |
| Yokohama | 1/10 |
| Silver Spot | 23 15/16 |
| Silver Forward | 24 |

—British Wireless Service.

## ROYAL PLOTTER

### EMPLOYING AND FINANCING A SWINDLER

Plots alleged to have been instigated by Princess Hermine, who calls herself the "Queen of Prussia," and her husband, the ex-Kaiser, have been revealed at the Cologne trial of Karl Hartung, who was accused of fraud.

Hartung, who is 27 and of humble origin, managed to extract considerable sums of money from a number of persons, including Baron von Solemacher, on the strength of his relations with the Court of the ex-Kaiser at Doorn.

The youthful secretary of the ex-Kaiser's wife was forced to admit that Hartung had a number of interviews with the Princess Hermine and had received money from her.

Hartung had undertaken to form a society with a harmless title for monarchist propaganda in Germany.

**Imperial Courier.**

"I was a courier between the Imperial House and Hugenberg and Count Westart," he said. Hugenberg, the newspaper magnate, is head of the Nationalist Party in Germany, and Count Westart one of the party's foremost leaders.

"It is true," said the judge, "Hartung got sealed orders for which he had to get a receipt."

Princess Hermine's secretary was astounded when one of his own letters to Karl Hartung was read. "Her Majesty the Kaiserin Hermine has received your letter," he wrote. "As the Kaiserin has just paid a big bill for your expenses at Bethel, and has also obtained a situation for you in Berlin, she is surprised to get another application from you.

"Her Majesty expects that you will show yourself worthy of her All-Highest recommendation, and if your conduct during the next three months is blameless she will give you the sum you desire as a loan."

Karl Hartung was sentenced to 13 months' imprisonment as a swindler. How it was that the Princess Hermine came to employ and to finance a person of this type was not established.

The Berlin newspapers state that the republic must be on its guard against the plots and intrigues of the ex-Kaiser and of his wife, whose ambition is to be Empress in fact and not merely in name.

## No More Open End

This is the east end of the Trans-Canada going west. The Canadian Pacific has abolished the open end and substituted a vita-glazed Solarium. In addition, the new cars, which are given over to the public in entirety, contain two shower-baths, a ladies lounge, a smoking-room, and an observation-lounge. There is a buffet too. The bathrooms are in green tile, the upholstery in reversible soft, cloth-covered leathers.

| | |
|---|---|
| T.T. on London | 1/11 ⅛ |
| T.T. on Shanghai | $83 |

**Banks**

| | |
|---|---|
| H.K. Bank | $1240 b |
| H.K. London Reg. | £131½ n |
| Chartered Bank | £19⅜ b |
| Mercantile A. & B. | £33 n |
| Mercantile C. | £15¼ n |
| P. & O. Bank | £9¼ n |
| Bank of East Asia | $90½ n |

**Insurances**

| | |
|---|---|
| Canton Insurance | $630 s |
| Union Insurance | $324½ b |
| North China Insurance | $160 b |
| Yangtze Insurance | M$50 n |
| China Underwriters | $2.10 s |
| China Fire Insurance | $800 b |
| H.K. Fire Insurance | $770 b |

**Shipping**

| | |
|---|---|
| Douglases | $27½ n |
| H.K. Steamboats | $25½ s |
| H.K. Tugs & Lighters | $2.60 s |
| Indo-China (Pref.) | $45 b |
| Indo-China (Def.) | $70 n |
| Shell Transports (old) | 96/- n |
| Shell Transports (new) | — |
| Union Water-boats | $22 n |

**Mining**

| | |
|---|---|
| Benguets | $3 n |
| Kailan Mining Ad. | 63/9 n |
| Langkats (comb.) | T14 s |
| Langkats (single) | T7½ s |
| Shanghai Explorations | T2¾ s |
| Shanghai Loans | T4½ s |
| Raubs | $6.90 b |
| Tronoh Mines | 21/- b |

**Docks, Wharves, Godowns, &c.**

| | |
|---|---|
| H.K. & K. Wharves | $124 b |
| H.K. & W. Docks | $35 n |
| China Providents | $3.95 b |
| Hongkews | T168 n |
| New Engineers | T6½ b |
| Shanghai Docks | T137½ n |

**Cotton Mills**

| | |
|---|---|
| Ewo Cottons | T13.40 b 13.30 sa |
| Oriental Cottons | T2.20 b 2.27½ s |
| Shanghai Cottons (old) | T73½ b |
| Shanghai Cottons (new) | T34½ b |

**Lands, Hotels & Buildings**

| | |
|---|---|
| H.K. & S. Hotels | $8.65 b |
| H.K. Lands | $62 s 61 sa |
| Shanghai Lands | T147 b |
| Humphreys' Estates | T13¼ b |
| H.K. Realties | $7.70 b |
| H.K. Territorials | — |
| Prince's Buildings | — |

**Public Utilities**

| | |
|---|---|
| H.K. Tramways | $19 b 19.15 sa |
| Peak Trams (old) | $11.80 n |
| Peak Trams (new) | $6.05 n |
| Star Ferries | $64/64¼ sa |
| China Lights (comb.) | — |
| China Lights (old) | $13 b |
| China Lights (new) | $12.85 b |
| China Lights 1928 issue | — |
| H.K. Electrics (old) | $55.85 b |
| H.K. Electrics (new) | — |
| Macao Electrics | $26¾ n |
| H.K. Telephones | $7 b |
| China Buses | T14¾ b |
| Singapore Tractions | 11/- s |
| Singapore Pref. | $19/6 b |
| Sandakan Lts. | $2½ s |

**Industrials**

| | |
|---|---|
| China Sugars | $90 cts. b |
| Malabon Sugars | $27 n |
| Canton Ices | $2.10 b |
| Cements (comb.) | $8¾ b 8.85 s [8¾ sa |
| Cements (old) | $7½ b |
| Cements (new) | $1.40 n |
| H.K. Ropes (old) | $7 s |
| H.K. Ropes (new) | — |
| United Asbestos | $5 b |

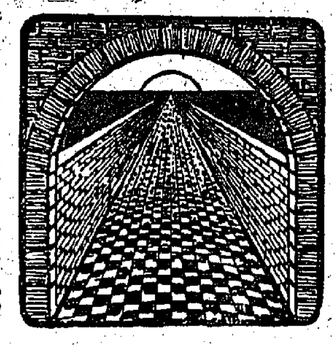
**Stores, &c.**

| | |
|---|---|
| Dairy Fram | $18¾ b 19.70/18.80 sa |
| Watsons | $12 n |
| Der A. Wings | 80 cts. b |
| Lane, Crawfords | $1¾ s |
| Mackintoshs | $18 b |
| Sinceres | $12 b |
| Wm. Powells | $3 s |

**Miscellaneous**

| | |
|---|---|
| H.K. Amusements | $29½ n |
| H.K. Constructions | $1½ b 1.65 sa |
| B. Ind. G.$ Bonds | 67% n |
| H.K. Govt. Loans | 7% b prem. |


KAIPING HOUSEHOLD COAL



In Lots of not less than 1/2-ton:—
Delivered to Peak District (above Bowen Road), $23.00 per ton.
Delivered to Bowen Road and Lower Levels, $21.00 per ton.
Delivered to Pokfulum Road, $23.00 per ton.
Delivered to Kowloon, $19.00 per ton.

Orders should be sent in writing at least 24 hours before the Coal is required.

All orders must be accompanied by Cash, Cheque, or Compradore Order payable to "The Kailan Mining Administration."

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## AFTER DEATH

### "A MODIFIED PERSONALITY" SAYS PROF. MCDOUGALL

MATERIALISM ATTACKED

Professor William McDougall, F.R.S., perhaps the best known and most distinguished of contemporary British psychologists, in his striking but difficult book, Modern Materialism and Emergent Evolution (Methuen, 7s. 6d.,) delivers a formidable attack upon the modern materialist and his version of evolution:

Materialism (he says) in the literal sense has gone, never to return; but Science still renders an account of Man and the universe which if not positively hostile, is yet adverse to every form of Religion . . . and obstructive to every form of moral effort.

Man is not a machine, he maintains, and the evidence that he is not a machine is growing yearly in strength.

The machine differs profoundly in all-important respects. It does not grow; it is put together. If its parts are deranged, it cannot rectify its working. If any part is destroyed, it cannot restore it.

Even more damaging to the theories of materialism is the evidence of telepathy, which, says the author,

seems irresistible by any competent person who may consider it comprehensively and impartially.

And this evidence again strengthens the case for the immortality of the soul or the survival by the personality of bodily death:

The results attained (by psychical research) are neither negative nor negligible. They may best be summarised in the assertion that they place the unbiased inquirer before a dilemma. Either personality is not in all cases utterly dissolved with the destruction of the body or telepathic communication of a most far-reaching and improbable kind occurs.

**"Man's Soul Survives"**

The survival must be that of a modified personality:

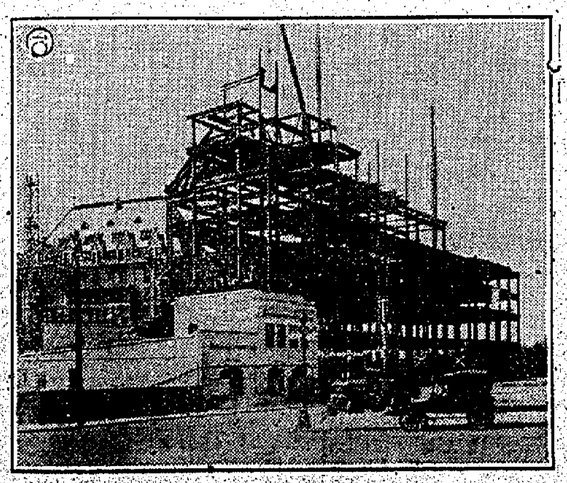
Impartial consideration leads inevitably to the view that whatever of personality may survive must be in many respects different from the personality that was manifested in the flesh. And this, of course, is the popular, the orthodox, perhaps one might say, the theological view.

Thus the tendency of the newest philosophy and the most critical thought is to emphasise the conclusion that "life is not the product or slave of any chemotactic forces, but their maker and steersman," that man's soul survives the grave, and that the universe is not the result of "blind chance."

Professor McDougall, who is 58, is Professor of Psychology in Duke University, Durham, North Carolina. He was formerly a professor at Harvard.

Before going to the United States he was for a time a Fellow of Corpus Christi College and Reader in Mental Philosophy at Oxford.

## Victoria's Famous Empress Hotel Enlarged



One of the steps to cope with the vastly increased tourist traffic to Vancouver Island and Victoria, rose-garden capital of British Columbia, is pictured above, where the gaunt framework of the new $2,500,000 addition to the Empress Hotel, famous Canadian Pacific hostelry, may be seen rising beside the ivy-covered walls of the original building. Contractors are working continuous shifts night and day to complete the big addition this summer.

# Sport Columns

## TENNIS STRUGGLE

(Continued from Page 1.)

forcing openings with daring coups at the net, and cutting off the "hottest" of Tilden's drives by magnificently smashing them in the middle of their flight.

**Borotra's Victory**

After losing the first set 6-1 to Borotra, "Bunny" Austin reached great heights by taking the Frenchman to 18 games before losing the second set. Then Austin was seen at his best, wresting the third set from Borotra after 12 games. Experience and court generalship told its tale, however, and Borotra won the fourth set for the loss of only one game and thereby settled the issue. Yesterday's chief results, cabled by Reuter:—

**Men's Singles**

Semi-final: Jean Borotra (France) beat H. W. Austin (Britain) 6-1, 10-8, 5-7, 6-1.

Semi-final: H. Cochet (France) beat W. T. Tilden (America) 6-4, 6-1, 7-5.

**Men's Doubles**

Quarter-final:—G. Lott and J. H. Hennessey (America) beat C. H. Kingsley and J. S. Olliff (Britain) 6-3, 11-9, 5-7, 6-2.—Winners enter semi-final.

**Women's Singles**

Quarter-final: Miss Joan C. Ridley (Britain) beat Mrs. Bundy (America) 6-3, 6-2.—Winner meets Miss Helen Jacobs (America) in semi-final.

**Women's Doubles**

Quarter-final:—Mrs. Covell and Mrs. Shepherd-Barron (Britain) beat Mrs. Lycett and Miss Joan C. Ridley (Britain) 6-2, 6-2.—Winners enter semi-final.

**Mixed Doubles**

4th round: — Greig and Mrs. McIlquham (Britain) beat Malcolm and Miss Cole (South Africa) 5-7, 6-3, 6-1.—Winners enter quarter-final.

4th round:—I. G. Collins and Miss Joan Fry (Britain) beat J. D. P. Wheatley and Miss E. H. Harvey (Britain) 6-4, 4-6, 6-3.—Winners enter quarter-final.

Quarter-final:—Dr. J. C. Gregory (Britain) and Miss Ryan (America) beat W. Allison (America) and Miss Helen Jacobs (America) 6-0, 9-7.—Winners enter semi-final.

2nd round:—H. Cochet (France) and Miss Eileen Bennett (Britain) beat W. T. Tilden (America) and Mrs. Mallory (America) 7-5, 6-3.

Quarter-final:—F. T. Hunter and Miss Helen Wills (America) beat Greig and Mrs. McIlquham (Britain) 6-1, 6-1.—Winners enter semi-final.

### STAR TO RETIRE FROM THE INTERNATIONAL CONTESTS

HIS LAST YEAR

New York, June 25.

Big Bill Tilden will bid fond adieu to international tennis competitions after the current season is over, after ten years of serious tennis filled with dramatic victories and equally dramatic defeats, Big Bill finally has decided that he has had enough.

The lanky Philadelphian, six times holder of the national title, bulwark for years of American Davis Cup teams, a dominant figure season after season on foreign courts announces his approaching retirement from international play in an article, written by himself, in the June 1 issue of the magazine "Liberty."

Although ready to quit international competition, Big Bill disclaims emphatically any intention of quitting the game which he said he would play as "long as my two wabbling legs will function, my aged and enfeebled arm will swing, and my age-dimmed eyes can see a ball." The Philadelphian added that his status would continue to be amateur and that he had no thought of turning professional.

Tilden hopes to fill in his time with tennis exhibitions, with stage work and with newspaper articles. He has no hankering after an official position with the United States Lawn Tennis Association even should he have a chance of obtaining one.

"I hope to be able to play for years in exhibitions at schools and colleges or in the public parks where I can feel that I am aiding in the development of our future champions," Big Bill said. "Not only have I no chance, but I have no burning desire, to sit in the sacred seats of the mighty in the councils of the U. S. L. T. A., my views are at variance with the traditions of the association but not with its ethics. I fear I would want to see too much progressiveness and illeralism in its administration. I am for the player, first, last and all the time."

Behind him Tilden will leave a legacy of wishes as yet not entirely fulfilled.

"I hope to see the Davis Cup back in the United States. I hope to see Wilbur F. Coen, Jr., champion of the world. I hope to see a real solution to the amateur problem. But above all I hope to see tennis played and played and played.—Associated Press.

## LOCAL TENNIS

### UNIVERSITY DEFEAT K.B.G.C. IN MIXED DOUBLES

C.R.C. WIN AGAIN

On the University ground yesterday, the Kowloon Bowling Green Club suffered defeat at the hands of the home club by eight sets to one in the Mixed Doubles Tennis League.

Playing on the Chinese Recreation Club courts the Ladies' Recreation Club were defeated by the C.R.C. by two sets to seven.

**League Tables**

| | P. | W. | L. | F. | A. | Pts. |
|---|---|---|---|---|---|---|
| Chinese R. C. | 5 | 4 | 1 | 34 | 11 | 4 |
| Kowloon C.C. | 3 | 3 | 0 | 24 | 3 | 3 |
| * Craigengower | 3 | 2 | 1 | 13 | 13 | 2 |
| University | 3 | 2 | 1 | 18 | 9 | 2 |
| Ladies' R.C. | 4 | 1 | 3 | 14 | 22 | 1 |
| * Recreio | 4 | 1 | 3 | 9 | 26 | 1 |
| Kowloon B.G.C. | 4 | 0 | 4 | 4 | 32 | 0 |

* Including scores in uncompleted match.

**The Hong Doubles**

In the Hong Doubles Tournament, J. M. Norrie and J. H. Ashworth (Chartered Bank) (rec. -15) beat H. Spicer and J. Thayer (B. & S.) (rec. 15/3) 6-2, 11-9.

### "C" DIVISION GAME

S.C.A.A. Easily Vindicate Civil Service

Playing at home, the South China Athletic Association defeated the Civil Service Cricket Club yesterday in the "C" Division of the local tennis league by eight sets to one.

Scores:—

| Kowloon C.C. | | Sports Club | |
|---|---|---|---|
| H. Gittins | | F. Sutton | |
| B. Petheram | | Hon. Mr. Southorn | |
| L. E. Lammert | | C. M. S. Alves | |
| J. Gibson (Skip) | 26 | B. W. Bradbury (Skip) | 13 |
| C. Burford | | L. J. Davies | |
| A. Hyde-Lay | | Capt. Whyte | |
| A. E. Silkstone | | S. J. Jordain | |
| J. Fraser (Skip) | 13 | G. R. Edwards (Skip) | 21 |

### SHAMEEN JAPANESE LOSE TO CHINESE

On June 30, the Japanese lawn tennis team of Shameen, Canton, was "at home" to the Chinese team from the Citizens' Athletic Association. The result between the two teams was close, the Chinese winning only an odd point, the score being 63 points to 62. In the previous match played on the Chinese courts, the score was 114 to 61 in favour of the Chinese.—Canton News Agency.

## LAWN BOWLS

### SPORTS CLUB VISIT THE K.C.C.

The Kowloon Cricket Club were at home to the Sports Club yesterday afternoon, when a friendly game of lawn bowls was played, only two rinks being available on either side—not by any means a true test or strength or merit. The K.C.C. won by only five shots.

Scores:—

| Kowloon C.C. | | Sports Club | |
|---|---|---|---|
| H. Gittins | | F. Sutton | |
| B. Petheram | | Hon. Mr. Southorn | |
| L. E. Lammert | | C. M. S. Alves | |
| J. Gibson (Skip) | .... 26 | B. W. Bradbury (Skip) | .... 13 |
| C. Burford | | L. J. Davies | |
| A. Hyde-Lay | | Capt. Whyte | |
| A. E. Silkstone | | S. J. Jordain | |
| J. Fraser (Skip) | .... 13 | G. R. Edwards (Skip) | .... 21 |

## SPECIAL CABLES

### CLASSIC CYCLE RECORD

London, June 26.

Tom Hughes, Jnr., has, in a great ride, beaten the unpaced bicycle record from Land's End to John o' Groats, in 3 days 21 hours 55 mins. The record has stood unbroken for many years.

**Reduced A.A. Entry**

For the Amateur Athletic Association Championships on July 5 and 6 the entries total 350, compared with 452 in 1928.

**Barnes' Fine Bowling**

Barnes, the veteran Staffordshire bowler, took a total of 12 wickets for only 59 runs in the match between Staffordshire and Lincolnshire.

**Baldock for New York**

Teddy Baldock, the British Batamweight champion, is to meet Al Brown for the world title at the weight in New York.

**Stockings for Tennis**

The ladies at Wimbledon are wearing stockings in deference to the recently expressed wish of the authorities.—"Singapore Free Press."

## BRIGHTER CRICKET

### SUSPENSION, NOT DECLARATION OF INNINGS

Mr. C. Spencer Cobbold writes to the "Times."

Ever since the "declaration of innings" was instituted it has seemed to me a great anomaly that, in order to make what is known as a "sporting declaration," a captain should be obliged practically to throw away any great advantage already gained by his side, and thus to present his outdistanced opponents with a more or less equal chance of winning the game.

Why should such captain not be allowed to suspend his innings, instead of declaring it permanently closed? He could then put his opponents in at once, and push home the advantage already gained, retaining the right to resume his innings with his remaining batsmen in case his opponents should have established a lead in their compulsory innings, I would not allow the "not out" batsmen to bat again; something woud thus be rightly sacrificed in order to exercise the right of suspension. It may be objected that undue advantage might thus be taken of the state of the wicket or weather, but that already applies under the present rules of the declaration.

As a member of the M.C.C. since 1885, and having captained many teams for that club, the Incogniti, etc., I feel qualified to recommend my suggestion for full discussion. If it were adopted, declarations would be made earlier, cricket would be finished. I feel convinced that there would be less "playing for the draw," and that run-getting would be more important for both sides.

Two deserters, a German and a Pole, from the French Foreign Legion in Syria, have succeeded in reaching the coast of Arabia in a dhow after an adventurous journey through Irak and Persia.

## LORD ROSEBERY

### TRIBUTE FROM JACKY ROBERTSON

HIS FIRST CAPTAIN

As captain of the first Scottish team to wear the famous colours—primrose and pink, I take it my duty to refer to the passing of a great sportsman, Lord Rosebery. Others may pay their respects to his qualities as statesman and orator, but it is his fellowship in our great democratic game of football I would speak of.

I was only a youngster of 23, and Lord Rosebery mature in years and honours, when that historic game was played at Celtic Park. He had been Prime Minister, had won the Derby, was the friend of kings, and had all around him the glamour of greatness. It was a signal honour to football that such a man should associate himself with the game, and it was out of esteem for a great Scotsman that the happy thought originated to carry his colours on the field in the annual football feud against the Saxon.

**Enthusiasm Beats Formality**

That he was not merely an ornament, but very human and very enthusiastic, the following incident will show. When the late Johnny M'Dowall brought him into our dressing-room to introduce the players, naturally it was Johnny's intention to present the captain first of all. But his Lordship let his enthusiasm run away with his sense of ceremonial, and it was Jack Bell whom he immediately called for. He had seen Jack play a great game some seasons previously in England, and remembered. That was in the 1897 match at Crystal Palace, when Bell and Jimmy Miller, of Rangers, formed a great Scottish wing. Jack always remained his favourite, and another was Bob M'Coll.

The following season at Crystal Palace we also played in his colours, and I remember that put us in a bit of a quandary. The jerseys had to be made specially, for they were unique in football colours, and therefore not stocked by outfitters.

**No Change**

We played throughout the first half in face of a sleet-laden gale, and at half-time our "togs" were in a terrible state, and we were scarce fit to walk off the field. A change was deemed imperative; but a hasty search around proved that to be impossible in time. A rig of dark blue was unearthed, but too small to fit our brawny fellows comfortably, so it was out and at it again in our cloying garments. I have seen the weather take some remarkable changes during a game, but never so much as in this one. The wind veered right round second-half, so again we were playing against it. We were being beaten at half-time, so the heavy fight we had for the draw we accomplished can readily be understood, especially as the Englishmen had a reserve equipment and played in fresh clothes second half. Thus I am proud to say I never played on a losing side in the primrose and pink.

**Rich Only in Memories**

Down at Wembley last year, in Bob M'Coll's re-union of the original Rosebery team, we took the opportunity of sending a telegram of greeting to The Durdans, where Lord Rosebery was residing. We got a warm reply, expressing his joy that all were well, and so hearty, with thoughtful reference to the one exception—poor Nick Smith.

Even at that time his Lordship was in the valley of the shadow, and now he has gone the road we all have to go, peer or peasant. His declining years have been sombre and rich only in memories. What glorious days he was able to recall! That red-letter day at Parkhead we shared with him has been a lasting memory to us, generating life-long associations and friendships. I can speak for the old boys who have still to follow him that their thoughts are with him to-day as he goes down into the dreamless dust. In spirit he has as pallbearers those who are left of the lot of the name he gave to football history—the Rosebery team.

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## SLEEPER-COACHES

### CONSIDERATIONS FOR THE TRAVELLER

What are the prospects of the success of the sleeper-coach is a question which is being asked on many sides. At present it is one extremely difficult to answer, says "The Commercial Motor." Well designed vehicles are both in use and under construction, whilst at least one service has been discontinued, also the public in general has not yet had any experience in this form of transport, the numbers of persons who have actually travelled in this manner being comparatively insignificant.

It is unfortunate that the appearance of the sleeper-coach practically coincided with the provision of third-class sleeping accommodation on the railways. The fares are approximately the same, being, perhaps, slightly in favour of the coach, but there can be no comparison between the degrees of comfort afforded. We have utilized both means for night travel and prefer that by road, although we must admit that a light sleeper would have to become accustomed to the noise due to gear changing and the varying notes of the engine, whilst it is essential to lie in the right position, otherwise, when the vehicle passes over any serious road inequalities the effect on the digestive organs is apt to be discomforting.

The State railways of Finland had a record year in 1928, passenger and goods traffic, as well as the working surplus increasing considerably.

## "Fore!" But There Were Five

These mule deer with the white patches on their plus fours were looking over the Banff Springs Hotel golf course when the warning cry of the golfer startled them. Keeping your eye on the ball on this beautiful 18-hole course has its difficulty, seeing that some of the most lovely and stupendous scenery in all Canada is soliciting your attention all the time while the animals such as elk and deer are another source of unexpected distraction. Just the same golfers are very partial to this course and will try for the Prince of Wales Trophy there next September.

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EAGLE BRAND

BEER

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BRINGING UP FATHER.

# WORLD NEWS IN PICTURES.

### Communists Welcome Gorky

Maxim Gorky, Russian author, arrived in Moscow with his niece, above, recently, to remain for several months and was given a membership card and a badge in the Communist party from the All-Union Central Executive Committee, by a Government representative who met him on his arrival at Moscow.

### Takes Over His Title

Surrounded by his well-wishers as he leaves the church in London, the Duke of Norfolk, England's premier Duke, smiles happily because he is twenty-one and is in charge of his titles and estates.

### Visits Bier of Blighted Lover

One of the attendants at the funeral of Howard, Prince de Sagan, son of the Duchess de Talleyrand, the former Anna Gould, was the French girl whom the twenty-year-old boy had been forbidden to marry on account of his extreme youth, for which reason the boy is said to have shot and killed himself at Paris. She is shown stepping into the car at the funeral.

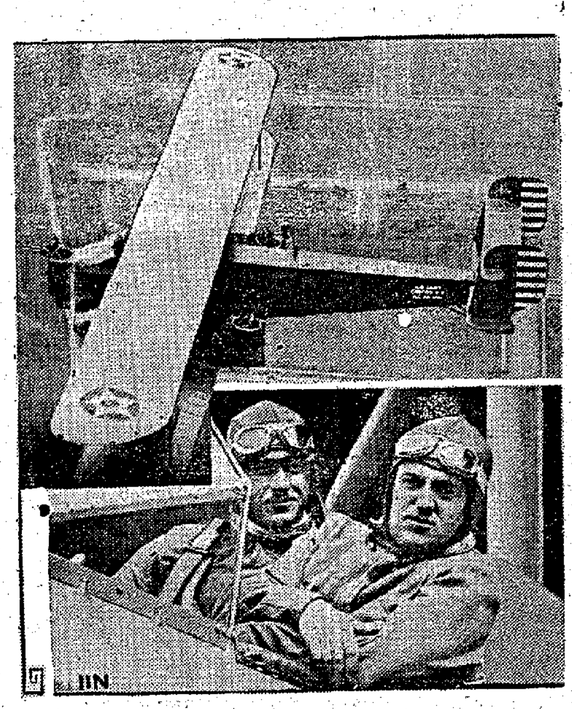
### Henry Ford Borrows Two Cents

Henry Ford, left, receives his brand new Edison stamp from Mayor Ruffo, right, of Atlantic City, under the watchful eye of Postmaster Alfred Perkins at the celebration commemorating Thomas A. Edison's, inset, invention of the electric light. "Poor" Henry had to borrow two cents to buy the stamp.

### Likes America

Captain Francis Thomas Courtney, noted British flyer, who was forced down in an attempted west to east Atlantic flight last year, has taken out his first papers in New York and intends to become a citizen of the United States.

### New Army Bomber Tests



The giant Curtiss Condor bomber shown at the top is flying at the unprecedented speed for 'planes of its type of 130 miles per hour in tests. This giant of the air carries three machine guns and due to its great speed can give a very good account of itself in air fighting.

### Prize-Winning Debs Chosen by Judges

Left—Lillias Moriarty, Boston society girl and aviatrix, who was adjudged "America's Most Fascinating Sportswoman" in a nation-wide beauty survey by a committee of judges consisting of John Barrymore, actor; F. Scott Fitzgerald, novelist, and Cornelius Vanderbilt, Jr. Right—Natica de Acosta, of New York, who was selected from hundreds of girls by the same judges as "America's Most Beautiful Debutante."

### Leaves for France

As a result of a personal guarantee of his $25,000 bail by a prominent banker in New York, Count Maxence de Poligniac sailed on the s.s. "Paris" for France in spite of his arrest with 39 others by the Federal authorities in connection with an international rum smuggling ring. His word of honour as a nobleman that he would return in time to face trial was enough for the banker and his bondsman.

### Novel Basis for Domestic Suit

Violation of a unique agreement whereby Mrs. Bainbridge Colby, right, estranged wife of the Secretary of State under President Wilson, promised never to ridicule her husband, is the cause for a suit by Mr. Colby, left, to break the agreement. By its terms Mrs. Colby was to get $1,500 a month as long as she did not poke fun at her hubby, who says that her novel, "The Green Forest," violates the agreement. His application for divorce following the publication of the book, was denied in a Paris court.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SECTION V.
"Who's Who."

SECTION VI.
Residences.

SECTION VII.
Ladies' Residences General.

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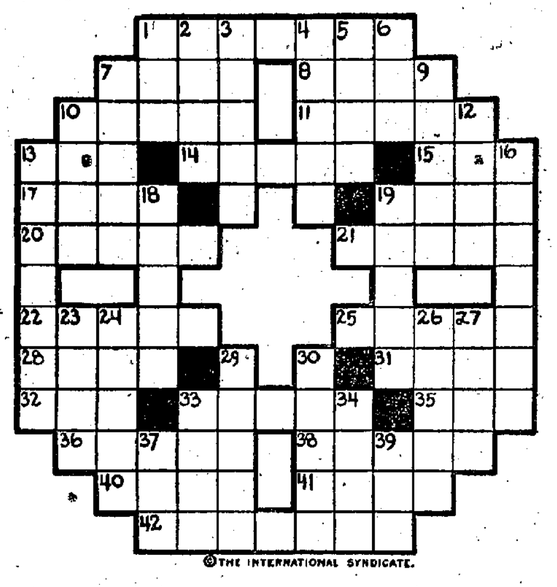
## DAILY CROSS-WORD PUZZLE.

*(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)*




**HORIZONTAL**
1–Ignore
7–Annoy
8–Gaze
10–Wave
11–Mohammedan governor
13–To remove burs from wool
14–Ancient port of Rome
15–Speck
17–Ship in which Jason sailed for Golden Fleece
19–Produced
20–Titter
21–Troubles
22–Bottom of feet
25–Fine hard twisted cotton

**HORIZONTAL (Cont.)**
28–An Oriental weight
31–To burn
32–Unit of work
33–S. W. dependency of China
35–Period of time
36–Dress fabric
38–Tied up with tape
40–String
41–Having wings
42–Sheltered

**VERTICAL**
1–Likewise not
2–Hence
3–Large fowl (pl.)
4–Same as olein
5–Stupor
6–Part of foot
7–Borough

**VERTICAL (Cont.)**
9–A tribe of Arabia
10–Positive
12–Floated
13–A fine cotton lawn
15–A small stone of mosaic pavement
18–Capital of Arensburg
19–Sorcerous
23–Implements for rowing
24–Lawful
26–Exceedingly fine
27–Garnish
29–Climbing plants
30–Hard element
33–Prong of a fork
34–A story
37–A metal
39–Tablet

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES

Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn to still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

*(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)*

## STANDARD TIME.

### SUNRISE AND SUNSET IN COLONY

Sunrise and Sunset in Hong Kong for July (Standard time of the 120th Meridian, East of Greenwich), are as follow:—

| July | Sunrise. a.m. | Sunset. p.m. |
|---|---|---|
| 4 | 5.43 | 7.11 |
| 5 | 5.43 | 7.11 |
| 6 | 5.43 | 7.11 |
| 7 | 5.44 | 7.11 |
| 8 | 5.44 | 7.11 |
| 9 | 5.44 | 7.11 |
| 10 | 5.45 | 7.11 |
| 11 | 5.45 | 7.11 |
| 12 | 5.46 | 7.11 |
| 13 | 5.47 | 7.11 |
| 14 | 5.47 | 7.11 |
| 15 | 5.48 | 7.10 |
| 17 | 5.48 | 7.10 |
| 18 | 5.49 | 7.10 |
| 19 | 5.49 | 7.10 |
| 20 | 5.49 | 7.10 |
| 21 | 5.50 | 7.09 |
| 22 | 5.50 | 7.09 |
| 23 | 5.51 | 7.08 |
| 24 | 5.51 | 7.08 |
| 25 | 5.51 | 7.07 |
| 26 | 5.52 | 7.07 |
| 27 | 5.52 | 7.06 |
| 28 | 5.53 | 7.06 |
| 29 | 5.53 | 7.05 |
| 30 | 5.53 | 7.05 |
| 31 | 5.54 | 7.04 |

### YESTERDAY'S SOLUTION

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S | E | T | S | | M | A | L | A | D | Y | | P | L | Y |
| A | L | A | | P | A | R | A | D | E | | F | R | E | E |
| C | O | L | L | E | C | T | I | O | N | | L | E | A | L |
| S | P | E | E | C | H | | D | R | I | V | E | S | | P |
| | E | | N | A | I | L | | N | E | E | D | E | R | |
| M | | C | A | N | N | E | L | | S | I | G | N | E | D |
| A | N | O | | S | E | P | A | L | | L | E | T | T | Y |
| R | A | N | T | | D | E | V | I | L | | D | E | A | N |
| O | C | C | U | R | | R | A | V | E | N | | R | P | E |
| C | H | E | R | U | B | | S | I | N | E | W | S | | S |
| | T | A | R | S | U | S | | D | I | R | E | | A | |
| L | | L | I | T | R | E | S | | E | V | I | N | C | E |
| O | H | I | O | | S | P | I | N | N | E | R | E | T | S |
| C | O | N | N | | A | T | T | I | C | S | | B | E | N |
| K | E | G | | C | R | I | S | P | Y | | C | O | D | E |

## CANDIDATES' DEPOSITS

Now that nomination day is over, says a writer in a Home paper to hand) Parliamentary candidates are complaining that they were forced to keep £150 about them during the week-end, because the banks were closed from noon, Saturday, until Tuesday morning. All told, over a quarter of a million sterling was lying about the country in this way. The wonder is that some of it was not "lifted." One candidate I know, who has nerves, got over the difficulty by getting a friend, a less public man, to take care of his £150 deposit for him, writes a political correspondent. And he confessed to me that he had been in a sweat all the time. Some of the returning officers took the deposit on Saturday, some accepted cheques. But on the vast majority of cases they left the candidates to take the risk themselves.

## LADY MACBETH

### A "GREAT BAD WOMAN" TO BE FEARED

### "ESSENTIALLY FEMININE"

There has always been and there probably always will be, the most remarkable divergence of views with regard to Lady Macbeth, writes Esme Beringer in the "Morning Post." If she does not mean all men, she certainly appears to represent a considerable number of different things to a great many men, and women. She is regarded by most of her critics as a masculine who dominated her husband mentally and physically.

Halitt says of her: "She is a great bad woman whom we hate, but whom we fear more than we hate." Dr. Johnson, always rather sweeping in his condemnation of women, looked on her as a kind of ogress, who is merely detested. She has also been referred to as "human witch, more terrible than the supernatural witches." Schlegel sums her up bluntly as a fiend.

Mrs. Siddons, with whom the part of Lady Macbeth is inseparably connected, says: "I play her as a woman inherently selfish and imperious, not devoted to the wish and purposes of her husband, but remorselessly determined to work him to the fulfilment of her own."

Personally, I disagree with those critics who regard Lady Macbeth as a fiend and a monster, nor do I think she can be considered from any point of view, a masculine woman. I am of the belief that she dominated Macbeth mentally, but not physically. He was a fine soldier, a man of big physique, a Scottish warrior. Here was no weakness of vitality, no lack of virility to be overriden by a woman of masculine strength.

**Her Methods**

To my mind Lady Macbeth's methods are essentially feminine. When Macbeth tries to escape from her influence, she attacks him from every point, from every angle with a woman's most subtle weapons doubling on him when he tries to elude her, leaving him no peace, showing him no mercy till she bends him to her will. These are all feminine tactics, not masculine ones.

She also seems to me to possess a certain kind of typically feminine vision, a vision concentrated on one objective to the exclusion of everything else. She does not see round that objective, as it were, but is conscious only of the ultimate goal, and is entirely oblivious of possible results or consequences.

All through the play we see how she over-estimates her own strength as women so often do.

Even in the first act she has to call on the powers of evil to help her to plan the murder of Duncan, and in spite of their aid, when it comes to the point she cannot bring herself to kill him. "Had he not resembled my father as he slept, I had done't," Nature was stronger in her at that moment of revulsion than the powers of evil.

After the murder she contemptuously tells Macbeth: "My hands are your colour, but I shame to wear a heart so white," and although she is convinced of her own indifference to the guilt of blood-stained hands, she has reckoned without the ordinary natural feelings of a woman. She has no conscious horror at that moment yet the idea of the dabbling in blood, the stain of blood is photographed on her sub-conscious mind.

**"Her Sex Betrays Her"**

When the murder is known, and Macbeth describes how Duncan lay "laced with his golden blood," she is carried out fainting; a further proof of her over-estimation of her own capacity to face horror.

Once again her sex betrays her and Nature triumphs.

During the progress of the play her strength is gradually undermined through lack of rest, either of body or brain. The awful shadow of sleeplessness looms forever over her husband, broken only by horrible dreams.

Her love for Macbeth assumes a maternal aspect. It is through her femininity that she suffers in the end, through her realisation of what she has brought on the man she loves. She tries to prevent the idea of murder from haunting his brain, but is helpless to stem the torrent which she herself has let loose.

The superhuman effort she is obliged to make during the banqueting scene to prevent the discovery of the crime brings her to the last limit of her endurance, mentally and physcially she is done.

In one of the greatest acting scenes that has ever been written, she drifts across the stage like a ruddless ship. Every incident photographed on her sub-conscious mind comes to life in her sleep. The sleep-walking scene is a masterly summing up, an epitome of the entire part, crystallised in that typically feminine sigh of despair: "All the perfumes of Arabia will not sweeten this little hand."

## TO-DAY'S RADIO

### BROADCAST BY Z. B. W.

ON 350 METRES

The following programme will be broadcast to-day from the Government Broadcast Station Z.B.W. on 350 metres.

5.30-6.30 p.m.—Programme of Chinese Music. (Records supplied through the courtesy of The Sincere Co., Ltd.)

7.48 p.m.—Evening Weather Report.

8 p.m.—Evening Programme relayed from The Sincere Company's Roof Garden. Programmes consist of Music given by well-known girl-singers and the staff of Sincere Co. Radio Department.

10.30 p.m.—Close Down.

## PLEASE DON'T WASTE WATER

## STAMP PROBLEM

### ST. GEORGE MINUS HIS SHIELD

The Prince of Wales in the presence of the Diplomatic Corps, welcomed in the House of Lords in mail week 200 delegates from eighty countries who went to London for the Postal Union Congress. The ceremony took place in the royal galleries, and the Prince addressed the gathering in French—the official language of the congress.

This is the first time since the foundation of the union fifty-five years ago that the congress has been held in London and to commemorate the event a series of five new stamps has been issued—½d., 1d., 1½d., 2½d., and £1.

The new £1 stamp is like a problem picture. It depicts St. George, minus his shield, engaged in mortal combat with the fiery dragon.

The shield is tucked away in the right-hand corner of the stamps over "£1," and nearly everybody who bought the stamp was seeking the solution to the riddle.

The Chinese Ratepayers' Association has addressed a letter to the Shanghai Municipal Council protesting very strongly against the increase of the admission fees to the public gardens to 20 cents.

In a notification in the F.M.S. Government Gazette of June 21 the Chief Secretary records with deep regret the death of Mr. H. H. Banks, Game Warden, Negri Sembilan.

A shepherd at Hanau, Hessen, has absconded with 326 of his master's sheep.

## "ABSURD POLICY"

### CONDEMNATION OF PROHIBITION

### WARNING BY CHURCH TIMES

The Church Times, describing prohibition in America as "a silly and evil law," gave a word of warning to those who might desire to make Prohibition a plank in British elections.

Such people, points out the Church Times, should study the Prohbition bill of America, which last year totalled £185,000,000.

"In addition to this gigantic sum the toll of human lives must also be considered," continues the article, "nor can America set off against this loss any great reduction in crime. Indeed, the fact remains that in spite of Prohibition the criminal statistics of the United States remain, as their President has recently observed, exceptionally high."

The article states that the idea that it was possible to bring up the rising generation without knowledge of alcohol had proved to be absurd. Yet another indictment of Phohibition was that "this absurd policy" might estrange relations between Canada and the States.

"That a foolish law," says the Church Times, "should threaten the friendly relations between two great countries is deplorable. While the American people insist on keeping this perverse legislation on their Statute book, we consider that British subjects act wrongly in endangering lives by helping Americans to violate it; but no less blameworthy are the foolish people among ourselves who give any moral support to a silly and evil law."

**Local Option**

In a paragraph of its summary the Church Times condemns the legislative programme of the Temperance Council of the Christian Churches. This programme embraces Local Option, the bringing of clubs into line with public houses, and Sunday closing.

Of local option the Church Times says that it is not democratic, and insists that a majority of 75 per cent. should be essential. The club question is condemned as "curbing the hospitality of the poor," while no rich man's club, it states, would be harassed in the least.

Sunday closing is condemned in the light of Welsh experience, which shows that this move has merely led to "horrible drunkenness along the border." It would be resented by young men who lives in lodgings and prejudice them against religion.

The Church Times sums up its attitude as follows: "We respect the motives of the enthusiasts, but we feel it necessary to point out that there are two sides to the question which they are raising."

FROM SHADOW TO SUNSHINE

THROUGH DR. WILLIAMS' PINK PILLS.

A Canadian Girl Student's Happy Experience.

Out of the depths of depression, freed from the dark hand of sickness and restored to the sunshine of radiant health, such has been the joyous lot of innumerable sufferers from anaemia and its kindred ills who have sought for help in the beneficent tonic virtues of Dr. Williams' Pink Pills. One of the latest among these happy people is Miss Mary Venditti, who resides with her family in the little town of Catamount, New Brunswick, Canada.

"Three years ago while attending a convent I studied hard to graduate," said Miss Venditti, when relating the facts of her case recently, "The result was I became very nervous and got so thin and pale my teachers thought they would have to send me home. I took different kinds of medicine which my parents sent me, but my condition remained unchanged. At last one of my teachers gave me a bottle of Dr. Williams' Pink Pills, and I had hardly finished it when I could feel an improvement in my condition. I continued the use of the pills for some time longer, and I can hardly tell all the good they did me. I gained in strength and weight, and the colour returned to my cheeks, and at the end of the term I graduated. I never fail to recommend Dr. Williams' Pink Pills to my friends and acquaintances when a tonic is needed."

For all sufferers from anaemic conditions and nervous weakness Dr. Williams' Pink Pills for Pale People are the world's outstanding specific. In the unique merit of their blood-purifying, blood-enriching and blood-making formula lies the secret of their long history of success. Your chemist can supply them at $1.50 per bottle, $8 for six bottles.



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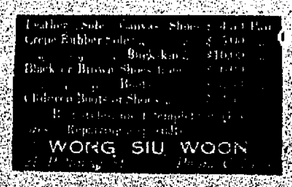

# THE MOTORISTS' PAGE


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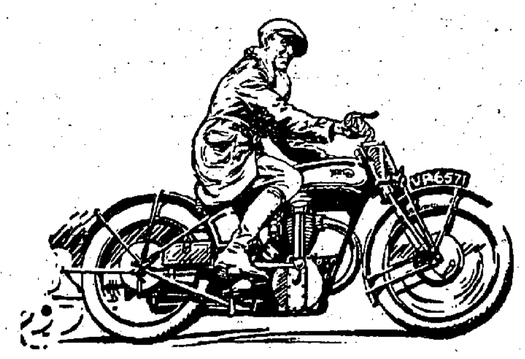

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**STILL VICTORIOUS**

**WORLD'S ROAD RECORD OF 24 HOURS**

**THE BOL D'OR**

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**ONLY ONE 350 c.c. MONET-GOYON ENTERED FOR THIS RACE OF 25 COMPETITORS**

**RESULTS: —**

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**(record beaten of 138 Km.)**

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**NEW SHIPMENT OF THESE FAMOUS MODELS EXPECTED AT AN EARLY DATE**

**Easy Payments Arranged.**

**THE FRENCH MOTOR CYCLE CO.,**

**46, Nathan Road, Kowloon.**


## MOTOR MAGNATE

### AN INDUSTRIAL ROMANCE OF AMERICA

### INSPIRING YOUTH

The rise of William J. McAneeny to the presidency of the Hudson Motor Car Company, second largest independent in the automotive field, forms one of the major industrial romances of America, and one that newspapers throughout the United States have seized upon to inspire the youth of their country.

Mr. McAneeny was born in adversity rather than with a silver spoon in his mouth. In his youth and even in his earliest boyhood days he worked to earn his own support. Then came years as a solider in the Spanish-American war, as a salesman, as a store-keeper and then purchasing agent for relatively small concerns, he plunged into the automotive business when the horseless carriage was still more or less of a joke.

Then, with a small group of associates, whose names—Jackson, Chapin, Coffin—are now synonymous with the progress of motor cars he fought the early battles, overcame the heartbreaking difficulties, and, by sheer aggressiveness, carried the struggling company, Hudson, to the top.

To-day, a veteran in a hard industry, he is as alert, as aggressive and as keen a fighter as he was

W. J. McANEENY

when he first cast his lot with a business that was rightfully regarded as a dangerous gamble.

Some 30 years ago, after the new chief executive had been demobilized from the army, he applied for a position as store-keeper and purchasing agent with the Riker Motor Vehicle Company. The value he set on his services was $14 per week. The president of the company, wishing to stress the importance of the position, informed the would be purchasing agent that unless he was worth $15 a week he would not be worth any thing. McAneeny got the job; he was worth the extra dollar; he was soon raised to the then handsome sum of $25 a week.

#### Sense of Values

Even to-day, although the possessor of three large homes and the owner of numerous works of art, the Hudson President still retains the sense of values installed into him by that one incident of 30 years ago, when $1 made the difference. Thus it is that he insists on the greatest possible value being built into the products of the company.

In Mr. McAneeny's two decades with Hudson, he has served successively as purchasing agent, factory manager, a director of the company, its secretary and its first vice-president and treasurer. For many years he has been one of the directive group which determined and executed all Hudson business policies.

Mr. McAneeny's connection with the automobile business ties up closely with his service in the Spanish-American war. He had entered active duty as a private in the 47th regiment, New York National Guard and had been appointed company clerk. When the company was mustered out the captain asked McAneeny what job he had in sight and invited him to seek his assistance if he ever wished to.

The invitation did not long stay open, because the first work the young soldier got was not at all to his liking. His former captain now assisted him in obtaining the interview which resulted in his becoming store-keeper and purchasing agent for the Riker Motor Vehicle Company of Elizabethport, N. J. There he remained in a new and growing industry from October, 1899, until 1903, when he became purchasing agent of the Electric Vehicle Company of Hartford, Conn.

#### Move to Detroit

But being convinced that Detroit was the centre of the automobile industry, he moved to this city in 1908 to join the Chalmers-Detroit Motor Company. There he became acquainted with the group of executives who were organizing a new concern—the Hudson Motor Company. Mr. McAneeny joined them in October, 1909, as purchasing agent.

Even in its earliest seasons Hudson thrived amazingly through all trials and crisis and Mr. McAneeny's ability and energy won him rapid advances and an ever wid ening influence in company affairs. He became factory manager, then a director of the company, then its secretary.

One step in Hudson's expansion —and an important one in Mr. McAneeny's career—was the formation in 1918 by Hudson interests of Essex Motors as a separate company to manufacture a companion car to the Hudson. Mr. McAneeny was chosen as its president. In 1922 Essex activities were merged with those of Hudson—Mr. McAneeny becoming a vice-president and treasurer of the parent concern. His advancement to first vice-president and treasurer of Hudson took place in January, 1923.

#### Student of Design

While Mr. McAneeny's early activities were with the purchasing and manufacturing departments, his interests ranged to every phase of the business. Though not an engineer, he was an able and practical student of design. He knew manufacturing operations in every detail and could call hundreds of Hudson workmen by name.

Even after he became one of the company's leading executives, he personally tested cars on the road. Last summer when the present Hudson and Essex models were being proved, he rode them thousands of miles and made many suggestions for their perfection.

Mr. McAneeny is an enthusiastic golfer. He is member of the Country Club of Detroit, Bloomfield Hills Country Club, Tam O'Shanter, Detroit Club, Detroit Athletic Club, Grosse Pointe Yacht Club and the Bath and Tennis Club and the Oasis Club at Palm Beach, Fla.


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## SIX WHEELER

### HUGE DEVELOPMENT RECENTLY

In concentrating on the manufacture of the smaller type of rigid six-wheeled chassis and supplying a considerable number of these for overseas service, Messrs. John I. Thornycroft & Co., Limited have secured much valuable experience and data which has guided them in the manufacture of the larger types of six-wheeled chassis, upon which they are now busily engaged.

The first development "A.3" was a rigid six-wheeled freight chassis for larger loads of 3/5 tons. These also have given excellent service, particularly in South Africa, and meanwhile the Basingstoke Works have been focusing on the production of a rigid six-wheeled chassis specially designed for passenger service.

The first of this new model, was supplied to the order of the Liverpool Corporation Tramways, who have since given it a very thorough trial, extending over three months, during which time over 7,000 miles have been recorded over their omnibus routes. The vehicle was handled by different drivers and worked to schedule over all routes both fast and slow. So satisfactory has the trial proved that the Liverpool Corporation have now placed a repeat order for 9 similar chassis. The essential difference in the Thornycroft six-wheeler is their patented rear axle suspension which allows full movement of both rear driving axles without any distortion of the springs.

## ROAD PROBLEMS

### MAIRES AND THE "ROAD HOG"

With the return of spring French motorists are beginning to talk once more of the state of the roads, and to ask what is being done to save the splendid road system of France from the terrible state of disrepair in which it stood at the end of the War.

Of course some of the patches which are bad from the motorist's point of view, are excellent from that of the local municipality. The country town, whose streets were paved with stone setts long before tar, or even macadam was heard of, and who afforded in those days and to the traffic of those days much better going than the surrounding country, has discovered quite a new reason for not changing its ancient habits; for motorists who bump over the cobbles are almost obliged to slow down, if only to save their springs. The narrow and twisted streets of old French towns supply a similar salutary brake—for by-pass roads are rare, if not unknown.

As for the villages, the Maires who gradually realised that it was useless to put up notices—they still survive, however—commanding the reduction of speed to 20 kilometres or 12½ miles an hour, have discovered that they can produce almost the same result by maintaining an ancient but useful open gutter across the street, instead of replacing it by a pipe under the surface, and are not tempted to make any change by being told that the gutter prevents cups of tea being served to travellers in the sleeping berths of motor omnibuses as in England.

#### The Grant System

Yet something is being done. The Finance Law of 1929, which was passed last December, raised the credits for road repair from 475 millions to 605 millions of francs. Much of the trouble arises from the fact that it is only the routes nationales or main roads which are paid for by the central Government. There are other classes of roads whose upkeep falls upon the Department, and others, again, which are repaired by the commune or parish. The village road-master, or cantonnier, takes his orders from the road authority of his district, but it is the village which pays the cost of what he does.

A certain part of the expenses of the repair of these departmental and communal roads is paid by grants from Paris out of the proceeds of motor taxation; but as these grants are strictly proportioned to the mileage of road, it often happens that the poorest districts, often the most picturesque and the most frequented by motorists, get less than their fair share. Some part of this inequality has been remedied by a special grant of 110 millions of francs, allotted, for the first time this year, to districts where traffic is particularly intensive, but there is a growing movement in favour of unifying the whole road system of France and placing it under a central authority, not the least of whose advantages would be that it would be removed from questions of local politics.

#### Main Roads from Paris

These electoral considerations also stand in the way of all the projects for reorganizing the main road issues from the big towns, and especially from Paris. Fortunately, the outer suburbs are not yet so much built over, that wide main roads could not be cut through them in suitable places, if the claims of garages and other traders could be ignored, and if action could be taken at once. It would be necessary strictly to limit the number of such main roads, and they could probably be reduced to seven, the roads to St. Germain and Normandy, to Chantilly and the north, to Meaux and the east, to Vincennes and the Vosges, to Fontainebleau and the Riviera, and to Orleans and the Loire.

Those main outlets from Paris could most admirably be linked together if the town would follow its ancient tradition and make the fortifications of one age into the boulevards of the next. All the present boulevards were once the walls of a city which repeatedly burst its bonds, and, on the site of the fortifications, which are now being destroyed, a splendid wide road might be made all round Paris.

#### QUICK SALES

In a garage fire at Leicester recently seventy motor cars were destroyed.

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**Mobiloil**

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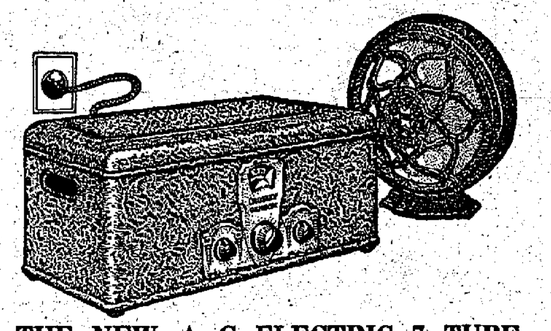

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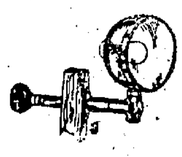

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BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
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WILLYS-KNIGHT.—Gilman & Co., 4a, Des Vœux Road Central.

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MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
WHIPPET MOTOR TRUCKS.—Gilman & Co., 4a Des Voeux Road C. Tel. C. 290.
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## MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Vœux Road. C.1067.
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ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

## TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.
FISK TYRES.—Gilman & Co., 4a Des Voeux Road C. Tel. C.290.
MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
MILLER RUBBER TYRES AND TUBES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

## 62,113 NEW LICENCES

### MOTORISTS PAY £15,733,036

A return issued by the Ministry of Transport shows that the gross amount received in payment for motor vehicle licences issued during the months ended February 28 last was £15,733,036.

The total number of motor vehicles, excluding tramcars and trade licences, at the end of February was 1,481,000, including 727,000 cars taxed on horse power, 343,000 motor cycles, 301,000 motor goods vehicles, and 75,000 motor hackneys.

During the three months 62,113 motor vehicles were registered for the first time, including:

37,193 cars taxed on horse power;
11,794 motor cycles;
10,590 motor goods vehicles, and
1,471 motor hackneys.


OAKLAND

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Automobile Dept. C.3193.


## JUST AFTER SUNSET

The period following sunset is the most difficult to drive a car. At this time the darkness is not sufficient to make the car's lights effective.

## PEDESTRIAN'S RIGHT

### SPEED RACING ON NEW ROADS

### EX-SECRETARY & ROAD HOGS

"It is a very remarkable thing that the most dangerous occupation in life seems to be that of the pedestrian."

Sir William Joynson-Hicks made this observation at the annual luncheon of the National Safety First Association at the Hotel Victoria. He had drawn attention to the remarkable fact that whereas industrial accidents were steadily diminishing, the toll of the road was increasing year by year.

Sir William commented on the lack of public interest in industrial accidents. In respect of these in the last ten years over £60,000,000 had been paid in workmen's compensation. So far as he had been able to form an estimate, the total cost to industry of the accidents was four times the sum actually paid in compensation.—£240,000,000 in ten years.

Much had been done by safety first organisations to reduce the number of industrial accidents. Sir William instanced the case of a large undertaking which, since it had adopted safety first methods, had been able to effect a saving on its insurance premium of 4s. per £100 of wages. The size of the undertaking could be judged from the fact that the annual saving on insurance premiums which thereby resulted amounted to £1,000.

"The general public are more interested in accidents on the road," continued the Home Secretary. "While I have been able to give you this wonderful diminution of industrial accidents, I have no such record to give you of road accidents.

In 1928 more than twice as many persons were killed in road accidents as there were in industrial accidents.

**Something Must be Done**

Between 1926 and 1928 the number of persons killed on the roads increased from 4,886 to 6,138. Of that number 3,255 were pedestrians, men and women who were entitled to be on the King's highway, pursuing their ordinary avocations, not engaged in dangerous trades, but just walking about the streets.

"I want to say quite frankly to the great motoring community that something has got to be done in regard to this question.

"I am constantly being pressed in the House of Commons—and rightly so—to know what steps are going to be taken to stop the driving which is the cause of all these accidents. I am not denying that there is a good deal of carelessness on the part of foot passengers.

"I know that a good many accidents which result in death or injury are not caused by the driver of the motor vehicle. At the same time, you have got this one great fact—that the pedestrian is entitled to be there. You never will convince walker in the streets that he is bound to exercise greater care because of the introduction of this new type of vehicle on the roads.

"That is the difficulty. By persuasion, by education, we may improve the alertness and the care the foot passenger takes of his own life, but you never will be able to treat it as a punishable offence that a man allows himself to be run over. (Laughter.)

"Therefore it comes back to this, that those who are concerned with the driving of motor vehicles have got to pay very much more regard to the safety of the public in order to prevent this terrible and ever-growing toll of the roads, which grows exactly in proportion to the increase in the number of motor vehicles on the streets. This is the only organisation which can appeal both to the pedestrian and the driver, and I do ask for greater support from the motoring community.

**Check to Road Hogs**

"I appeal to them to prevent the increase of the 'road-hog.' Speed is undoubtedly increasing, both in private and public vehicles. Those great char-a-bancs which are driven from one end of England to the other, sometimes at somewhat alarming speeds, all fly in the face of a definite public opinion, that the driver is responsible for not running over the pedestrian.

"The Minister of Transport has done his best to improve the roads of the country; they have been improved out of all knowledge. But they were not meant for speed racing; they were meant for the convenience of the public as a whole. They were made in order that men might conduct their traffic along those roads in safety, and I appeal to all those thousands of licensed drivers—some 2,500,000 of them now—to exercise a great care.

"I would appeal specially to the motor cyclists, because the figures show that, next to pedestrians, more motor cyclists are involved in fatal accidents than any other class. In view of what safety first has been able to accomplish in the industrial world, I cannot think that we shall be unable to do the same in the world of transport." (Cheers.)

**When Accidents Will Cease**

Lieut.-Colonel Wilfrid Ashley, M.P., Minister of Transport, said his considered opinion was that little could be done by laws and regulations to stop the number of accidents. What could be done, and was being done, was to point out that the toll of death had increased, was increasing, and that it ought to be diminished.

The aspect of the association's work which appealed to him most was the educational work in the schools. "When the older generation has been killed off," added the Minister, amidst laughter, "and the children of to-day are grown up, there will be no more accidents, because you will have pointed out to them, as future drivers and pedestrians, the way these accidents can be avoided."

## PLEASE DON'T WASTE WATER

## TRANSMISSION

### NEW VERSIONS OF OLD IDEAS

At the present time, while the production departments of the car factories are striving to keep to time with deliveries, the experimental staffs are equally busy, their concern being the testing and development of new ideas for 1930.

The gearbox used to-day is nearly 30 years old in essentials, remarks "The Motor"; the free-wheel mechanism is much older, and yet only recently were serious attempts made to combine the two for use on cars. This is one development of first-class importance and many motorists will be trying the combination for the first time during the coming summer season. The idea of using two clutches, one behind the engine and the other behind the gearbox, has also been resuscitated quite recently, and many experiments are now being made with various types of mechanism—frictional, self-engaging and so forth—for the rearmost clutch.

Thirdly, there are the adherents of the epicyclic principle who are using various elaborations, such as self-adjusting and electro magnets, to improve a class of mechanism that has been known to engineers for many years. Additionally there are modifications galore to the orthodox gearbox. Several quite promising infinitely variable gears are also being tested.

At the present time the outcome of all these activities is by no means certain, and motorists may safely buy and use new cars without fearing that a sudden discovery may render them obsolete. It is, however, clear that the car manufacturer now concurs with the view which we have so often expressed, namely, that in the modern car, with its universal appeal, a piece of apparatus so difficult to handle as the orthodox transmission is sadly out of place. The line of advance tends obviously to lie in the adaptation of existing and known mechanisms rather than in the production of entirely new systems.

## Auto Classic Ends Fatally

The 500-mile International Speedway classic at Indianapolis, Ind., brought added fame to Ray Keech, the victor, in the gruelling grind, but death to Billy Spence, of California, who drove a Duesenberg Special, car No. 10 (arrow). Spence overturned at Death turn, the most dangerous spot on the track. The time for the winner was 5:07:25:42, for an average of 96.583 miles per hour, which did not threaten any speed records for the event. Ray Keech has since been killed.

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## INDUSTRIAL TRUCKS

### PETROL AND ELECTRIC TYPES

An interesting article under the above heading appeared in a recent issue of Cassier's Industrial Management and Mechanical Handling, the object being to give a comparison, as far as possible, of the merits and demerits of the two types. As is well known, the use of power-operated appliances for the handling of materials, parts and finished products wherever possible is one of the essentials of efficient production, and in view of this we are giving a review of the points made by the writer.

In making such a comparison it is necessary not only to compare the vehicles themselves, but to take into account the adaptability of each to the varied conditions and duties which constitute modern goods handling problems. One machine may be able to carry a greater load than the other up the prevailing inclines, or it may eliminate to a greater extent the operations incidental to the movement of goods. For instance, if trucks were proposed for the changing of heavy press dies, one machine might take the dies from the storage racks, transport them to the press room, and automatically raise them to the level of the press table.—The other might only be able to carry from store to press.

In the first case, the only remaining operation would be the sliding of the dies from truck to press, whereas in the second case labour and lifting gear would be necessary at each end of the journey. The former machine would justify a greater initial outlay by reason of its saving of time and labour, and its minimising of contingent risks, which vary almost directly as the number of separate operations.

**General Features**

The general features of the two types of truck were dealt with in the following order:—design, application, operating and/or handling costs.

As regards design, the principal difference is, of course, the power unit, and the writer gives curves which show that in the case of the electric motor the maximum torque is exerted when the current is supplied to the standing machine. As speed is attained the driving force falls gradually. On account of this the truck can start immediately from rest with full load and can climb severe gradients without the necessity for a clutch or change of gear. Full speed is attained on the level in two or three seconds, and the truck automatically assumes its appropriate speed on all gradients within its capacity because the torque increases with falling speed.

As regards the petrol engine, when starting from rest the engine has to be run up to speed and the clutch, then engaged, has to slip until the truck attains a speed appropriate to the engine revolutions.

If a compromise be arranged with the idea of reducing the number of gear changes, it can only be done at the expense of service, and fuel consumption is increased. If no change gears be used, the truck will either climb well and be slow on the level, or it will have reasonable speed on the level and be unable to climb any but the flattest of gradients. The fixed gear ratio is chosen to give whatever truck feature will be least disadvantageous, and the machine can make no claim to economy in fuel.

**Gear Changes**

Hundreds of gear changes have to be made per day in normal working, and only the finest design and construction can hope to stand up to the arduous conditions.

For steering, the 4-wheel petrol truck, and the 4-wheel electric truck driven by a single motor, have similar manoeuvering capabilities, and in both cases steering on all four wheels can only be obtained by a somewhat complicated system of transmission. An electric truck driven by two motors, however, lends itself very conveniently to arrangement for 4-wheel steering. The gears are totally enclosed and the electrical cables from the battery are flexibly mounted to permit the necesary movement of the motors.

In speed the petrol truck has a considerable advantage, i.e., 8 to 12 miles per hour, as compared with the electric truck's 5 to 6. It should be pointed out, however, that the higher speed can only be employed on long clear runs, and in actual practice these are rarely attainable.

Probably the most important point in connection with internal transport is the selection of the right machine for specific duties. For most work it is desirable that a truck should have some auxiliary fitting, and among the types in use may be mentioned elevating trucks, tiering trucks, tipping trucks, crane trucks, stackers and other multi-purpose machines. For example, the handling of a load may not only involve carriage from one place to another, but also storing at a height from the ground. Obviously the use of a tiering truck or stacking machine in such a case will be of the greatest advantage. In this connection it is pointed out that the battery of the electric truck can be used for power-driven auxiliaries either permanently or temporarily, whereas the petrol engine does not lend itself readily to application to other appliances carried by the truck.

**Operating Costs**

There remains the question of operating costs, and here the writer gives a series of 5 tables taken for a year's working. According to three of these, i.e., for trucks of 1-ton, 1½-tons and 2-2½ tons capacity, the petrol truck costs from 12½ to 50 per cent. more to operate than an electric truck carrying the same load. In the fourth table a 2-ton electric tipping truck compares very favourably with a 1-ton petrol tipping truck as regards the actual cost per ton handled, while the fifth shows the relative value of a petrol elevating truck and an electric tiering truck when unloading goods from a road vehicle and conveying them to a store. In this case the cost per ton handled by the electric truck is little more than half that dealt with by the petrol truck.

The principal points in favour of the petrol truck are its lower initial cost, and the fact that it can operate at some distance from its base. There is also the higher speed, when this can be employed.

In addition to the advantages already claimed for it, however, the electric truck can also be operated continuously by employing two batteries (and modern electric trucks are arranged for quick interchange of batteries). The truck itself is also much easier to handle, and there are the further advantages, of course, of cleanliness, silence, absence of exhaust fumes, &c.

The early electric trucks were of American origin, but now numerous forms of British-built trucks of unsurpassed design and construction are being installed to meet every requirement. One of the leading firms making electric industrial trucks is Ransomes, Sims & Jefferies, Ltd., of Ipswich, England, who were the first British manufacturers of this type of vehicle, and offer to-day a very wide range.

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# The China Mail

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### INWARD MAILS.

| From | Per |
|---|---|
| THURSDAY, JUNE 4. | |
| Shanghai and Amoy | Kanchow |
| FRIDAY, JULY 5. | |
| U.S.A. (Seattle, 15th June), Canada, Japan, Shanghai and Europe via Siberia (London, 15th June) | President Taft |
| Amoy | Santhia |
| Japan, Shanghai & Europe via Siberia (London, 13th and 14th June) | Kashgar |
| SATURDAY, JULY 6. | |
| Shanghai and Swatow | Sunning |
| SUNDAY, JULY 7. | |
| Manila | Empress of Asia |
| MONDAY, JUNE 8. | |
| Manila | President Jackson |
| Japan | Kamakura Maru |
| Australia and Manila | Arafura |

### OUTWARD MAILS.

| | | |
|---|---|---|
| THURSDAY, JULY 4. | | Per |
| Swatow, Amoy and Foochow | Haiyang | 4 p.m. |
| Saigon | Tai Fook Sing | 4.30 p.m. |
| Tourane | Chung Kong | 4.30 p.m. |
| Kiungchow, Pakhoi and Haiphong | Chang Kiang | 5 p.m. |
| FRIDAY, JULY 5. | | |
| Hoihow | Kweiyang | 8.30 a.m. |
| Manila, Australia (except places North of Brisbane), and New Zealand via Brisbane | Burma Maru (Due Brisbane, 22nd July.) Registraton ..July 5, 9.45 a.m. Letters ..10.30 a.m. | |
| Manila, Sandakan, Australia and New Zealand via Thursday Island | St. Albans (Due Thursday Island, 20th July.) Parcels ..July 5, Noon Registration ..1.45 p.m. Letters ..2.30 p.m. | |
| Swatow, Amoy and Foochow | Haiching ..1 p.m. | |
| Straits, Ceylon, India, Mauritius, E. & *S. Africa, Aden, Egypt & Europe via Marseilles (Due Marseilles, 4th August) | Kashgar G.P.O. Parcels ..July 5, 5 p.m. Registration ..July 6, 9.45 a.m. Letters ..10.30 a.m. Kwangtung ..5 p.m. | |
| K.P.O. Parcels ..July 5, 4.30 p.m. Registration ..July 6, 9 a.m. Letters ..10 a.m. | | |
| Amoy | Khyber | 3.30 p.m. |
| Shanghai, Japan and *Europe via Siberia | JULY 6. | |
| SATURDAY, JULY 6. | Anking | 10 a.m. |
| Swatow | Tjikembang | 1.30 p.m. |
| Java via Batavia | Canton | 1.30 p.m. |
| Haiphong | Santhia | |
| Straits and Calcutta | Parcels ..July 6, 4 p.m. Letters ..5 p.m. | |
| Manila | President Taft | 4.30 p.m. |

* Superscribed correspondence only.

## CANTON ITEMS

### PREVENTION OF SECRET SOCIETIES

### GOVERNMENT'S ACTION

Canton, Yesterday.

In order to prevent the formation of secret societies in Kwangtung, the Canton Government has taken steps to collect statistics concerning various public organisations in the different districts, so that their activities will be constantly under the observation of the authorities.

**Wireless for Swatow**

The Wireless Department of the Bureau of Public Utilities has received a report from its representative in Swatow that an office for the wireless receiving station has been secured and that business will soon be in operation. The rate for provincial messages is five cents per word, for Press dispatches two cents per word.

**Central Bank Notes**

The Central Bank notes were quoted yesterday at 87, the market being strong. Business circles believe that the notes will reach par before long, if normal conditions continue as they are doing at present.—Canton News Agency.

**Sunning Railway**

Canton, Yesterday.

The strike of workmen of the Sunning Railway was to have been settled by arbitration and the trains resume on July 2, states an order by the civil administration.—Nan Chung Kuo News Service.

## CHAN MING-SHU

### Official Appointment as Chairman

Nanking, To-day.

General Chen Ming-shu (Chan Ming-shu) has been appointed Chairman of the Provincial Government.—Reuter.

[General Chan has held the appointment for some time, beginning when Li Chai-sum was down here and was still Chairman when in hospital in Hong Kong as the result of injuries in the King Edward Hotel fire of March 11.]

## ACTIVE VOLCANO

### HUNDREDS OF REFUGEES IN NEW HEB RIDES

Suva, Yesterday.

Mr. Joy, Resident Commissioner in the New Hebrides, reports that the big volcano, on the island of Ambrym, is again active.

Over 300 natives have left the island and taken refuge on the island of Malejula, 30 miles distant.

Mr. Joy has arranged to provision the refugees.

**Earthquake**

Sydney, Yesterday.

It is reported by wireless that a severe earthquake on the night of June 28 shook the island of Ambrym and destroyed the Adventist and Presbyterian Mission stations.

It is feared the Catholic Mission is also destroyed. So far no fatalities have been reported.—Reuter.

## 'QUAKE SHOCKS

### FURTHER HEAVY OUTBREAK IN NEW ZEALAND

Wellington, Yesterday.

Further heavy earthquake shocks have occurred at Westport.

Reports from Karamea, which has been practically isolated since June 17, state that enormous damage was done to the roads and the 20-mile section on the main highway is completely obliterated.—Reuter.

## BIG ROBBERY OF JEWELLERY

### EMPLOYEE'S ARREST

### DIAMOND AND JADE STONES PART OF HAUL

### TOPEE AS HIDING PLACE

A robbery, in which $3,750 worth of jewellery was stolen, occurred on Monday, as a result of which the police arrested the thief and recovered the best part of the missing property with the exception of one gold bangle and five diamonds.

The Chan Chi-kee jewellery shop, of 25 Old Bailey, was the scene of the crime, the valuables comprising 29 loose diamond stones, eight jade stones, and two gold bangles.

Simultaneously with the loss of the above property, Chan Tong, an employee, disappeared, and it was not until yesterday that he was arrested with another man named Wong Sang in East-street Quarry Bay. They were both searched by the Police. In the ex-employee's right sock was found 19 of the missing diamond stones. Questioned with regard to the other stolen property this man admitted that he had thrown a gold bangle on the ground when he saw the Police approaching. The bangle in question was then discovered in the road.

When Wong Sang was searched, eight jade stones were found cleverly hidden in the lining of his topee. When questioned, Wong Sang told the police that he was quite unaware that the topee contained jade stones. He had been given the topee by Chan Tong and he had all unsuspectingly taken it.

It then transpires that the accused told the police that he had stayed with a woman at Swatow-road and he gave her eight diamonds of which she pawned five.

**Employee Pleads Guilty**

Charged with theft, Chan Tong faced Mr. E. W. Hamilton at the Central Magistracy this morning and pleaded guilty. Wong Sang and Chau Yau (the woman mentioned above) were jointly charged with receiving stolen property.

The woman claimed that she knew nothing of the robbery, and that she had accepted the diamonds, not knowing that they had been stolen. When she pawned five of the stones, she had given her correct name and address to the pawnbroker.

The case was remanded until Monday at 3.15 p.m. when evidence will be offered against Wong and the woman.

The sentence against Chan was referred until Monday.

| | Degrees |
|---|---|
| Temperature, 10 a.m., today | 82 |
| Temperature, 4. p.m., yesterday | 88 |
| Humidity, 10 a.m., today | 82 |
| Humidity, 4 p.m., yesterday | 70 |

## "UNTIN BOWLER"

### LEAVES LAKE MICHIGAN FOR BERLIN

### FLYING VIA GREENLAND

Chicago, Yesterday.

The big amphibian 'plane "The 'Untin Bowler," took off from Lake Michigan for Berlin via Great Whale Bay (Greenland) and Norway.

She is piloted by Robert Gast and Parker Cramer and is carrying a journalist named Robert Wood as passenger.—Reuter's American Service.

TO-DAY ONLY AT 2.30, 5.20, 7.15 & 9.15.
CARL BRISSON &
LILIAN HALL-DAVIS
IN
"THE RING"
A thrilling drama of the ring.
AT THE MAJESTIC, Nathan Road, Kowloon.

## CHINESE IN U.S.A.

### H.K. RESIDENT'S PETITION TO DR. WANG

### EXPORTERS' COMMITTEE

A committee of Chinese exporters in Hong Kong has been appointed to draft a petition to Dr. C. T. Wang, Minister of Foreign Affairs, Nanking, asking him to negotiate with the American authorities, through the proper channel, for modification of the present American laws of exclusion in application to Chinese, the latest regulations for the enforcement of which are causing (it is claimed) unnecessary hardship to Chinese desiring to go to the United States from South China on business.—Nan Chung Kuo News Service.

## FOREIGNERS, NOTE

### No More Chinese Commissioners in the Provinces

Nanking, To-day.

The Foreign Office states that the offices of Commissioners of Foreign Affairs (in various provincial capitals, as Canton), in all parts of China, will be abolished before the end of August. Henceforth any dispute between Chinese and foreigners will be settled by the local Chinese authorities.—Reuter.

## U.S. NAVY

### A 10,000-TON CRUISER LAUNCHED

### THIRD OF HER TYPE

Camden, New Jersey, Yesterday.

The latest American 10,000-ton cruiser "Chester" was launched today.

She is third of the Washington Conference type of warship to take the water.

**Contracts Awarded**

Washington, Yesterday.

The Navy Secretary announces that contracts for the construction of three new light cruisers have been awarded and will be built at New York, Camden and Philadelphia.

Tenders for the construction of the next five will not be asked until 1930.—Reuter's American Service.

## 10,000 YEN

(Continued from Page 1.)

the big parcel. This had happened several times before. Seeing that the bags were not yet filled, he waited and watched them being filled by one of the clerks. Then Mr. Woodier signed as a witness to the filling of the bags and witness signed for the bags to be included in the other mails.

**Other Mails Burned**

Sousa said that he changed the yen notes at four different money changers in Queen's-road, opposite the Central Market. He changed the money into English pounds and American gold dollars. None of the money changers asked him any questions. He did not open the rest of the mails which he had stolen. He burned them together with the bags at his house on the night of February 5.

The prosecution put other questions with a view to discovering how the theft was managed, but Mr. Hamilton said that whilst he appreciated that the Post Office naturally wanted to know in order to prevent a repetition of the theft, he did not think that answers to those questions could properly be included in the depositions.

**A Private Interview?**

Mr. Andrewes suggested that perhaps he should reserve those questions for a private interview with the accused.

Mr. Prior said that he did not mind the questions, but he thought Mr. Andrewes should confine his examination to points material to the case against de Sousa.

His Worship pointed out that, of course, if assistance was given to the Post Office it might be taken into consideration for mitigation of sentence.

Replying to the Magistrate de Sousa said that he was prepared to give every assistance in his power to the Post Office.

He was accordingly committed for trial.

Joseph M. Schenck presents
JOHN BARRYMORE

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CAMILLA HORN
America's most distinguished actor in the crowning triumph of his career!
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Unusual drama told against the stirring background of early, untamed California in the days of the Spanish Dons!
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DOLORES DEL RIO
AT THE STAR TO-DAY & TO-MORROW AT 5.30 & 9.20. SATURDAY AT 2.30, 5.30 & 9.20.

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